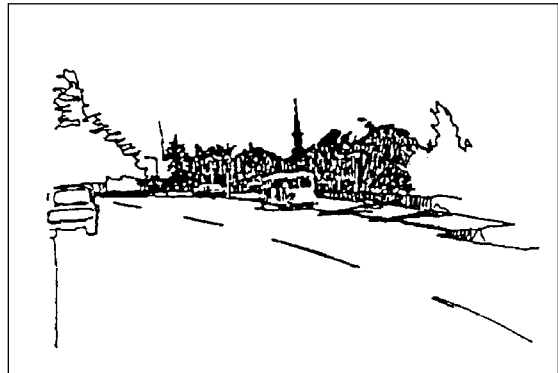
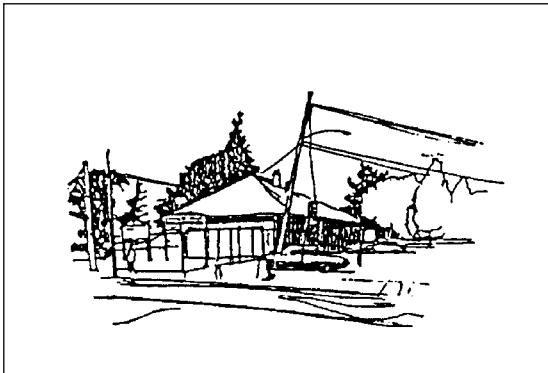
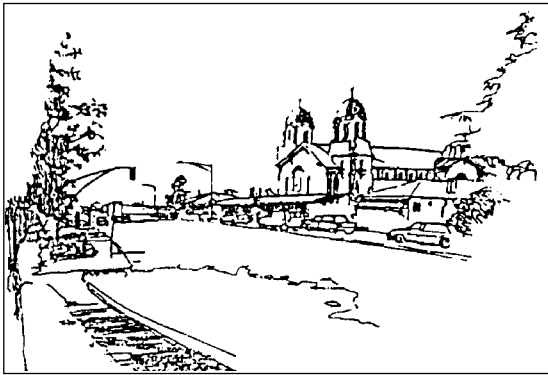




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*\$5.00*

# CENTERVILLE SPECIFIC PLAN



CITY OF FREMONT  
FREMONT, CALIFORNIA



# CENTERVILLE SPECIFIC PLAN

*Prepared for:*

CITY OF FREMONT



*Prepared by:*

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Architecture • Planning • Urban Design

*In Association With:*

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Creegan & D'Angelo, Infrastructure Consultants

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## *EXECUTIVE SUMMARY*

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## EXECUTIVE SUMMARY

*Editor's Note: This printing of the Centerville Specific Plan incorporates all amendments adopted by the City Council through April, 2006. It should be noted that the original Plan was adopted in 1993, and although it has been amended periodically, it has not been comprehensively updated. Therefore, certain background information—cost estimates, for example—may be out of date.*

### SPECIFIC PLAN

The Centerville Specific Plan provides for the revitalization of the Centerville Study Area. As set forth by State law, it establishes the objectives and policies to guide the location, intensity, and character of land uses. The Specific Plan identifies circulation and parking patterns, and encourages open space, heritage conservation and infrastructure improvements. It provides community design guidelines and an implementation program to realize the plan recommendations. It is separately accompanied by an Environmental Impact Report.

The Specific Plan was refined from the work of the Centerville Study Group. This Group was appointed by the Fremont City Council to study and make its recommendations regarding the future development of Centerville. Centerville's business community had requested the City's cooperation and involvement in revitalizing the area due to the pending departure of the auto dealers from the commercial district. The Group divided the Specific Plan Study Area into 13 subareas as shown on Figure ES-1. The Group recommended significant land use changes in Subareas 1, 4, 5, 7 and 11. Minor changes, if any, are planned in the other subareas.

### MAJOR PROPOSALS

Figure ES-2 illustrates the major proposals of the Specific Plan in Subareas 1, 4, 5, and 7 where most of the changes are expected. Briefly, the Plan calls for the following:

#### Subarea 1

- A revitalization of the historic retail district consistent with the Concept Plan for Subarea 1 illustrated in Figure C-2, including the following elements:
- A historic core including a restored train depot, a civic plaza, a refurbished cemetery and historic commercial buildings.
- Large parcel redevelopment.
- Sidewalk improvements.
- Special treatment at gateways and intersection nodes.
- New road/access connections.
- A commercial rehabilitation program.

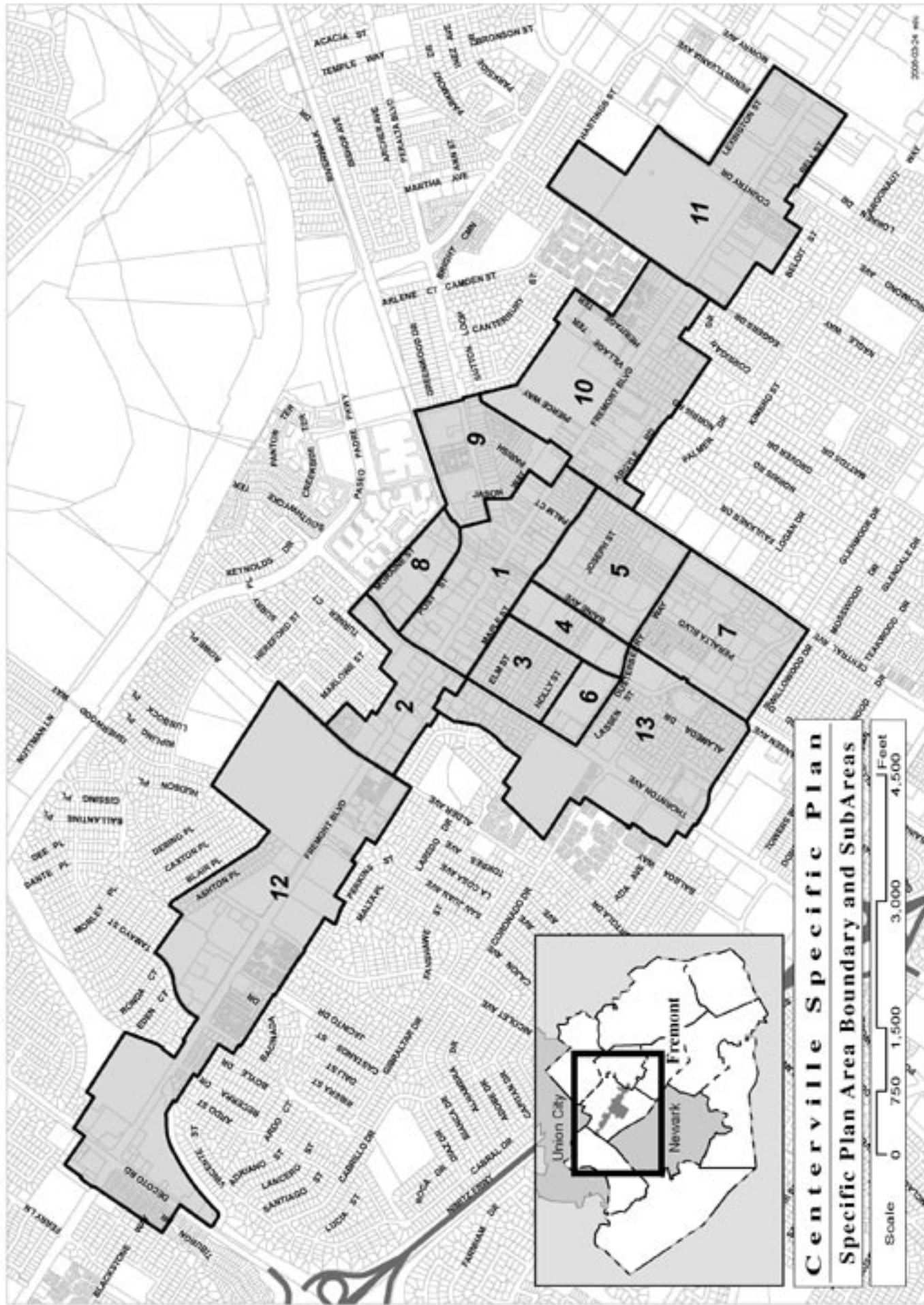
#### Subarea 4

- Opportunity to develop 70 to 98 single-family homes at a density of 5 to 7 dwelling units per acre.

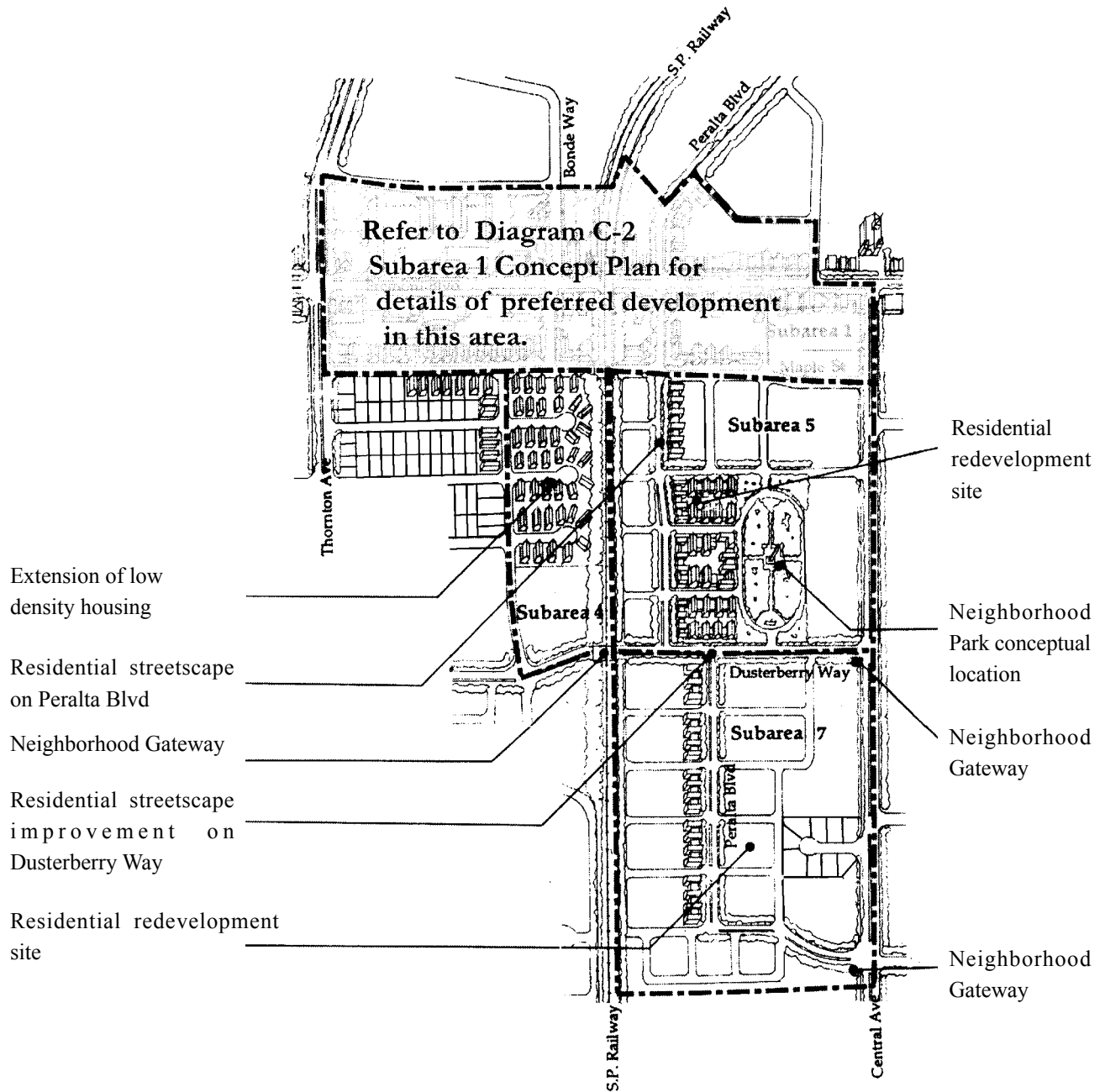
#### Subareas 5 and 7

- Opportunity to develop up to 350 additional units at a density of 6.5 to 10 dwelling units per acre.

The Specific Plan emphasizes the creation of a pedestrian-oriented community. It organizes the Centerville community around Subarea 1 with the development of residential in Subareas 5 and 7 with a streetscape which provides for pedestrian and bicycle access. Innovative approaches to residential design seek to create more livable neighborhoods.



Centerville Specific Plan Figure: ES-1 Specific Plan Area Boundary and Subareas



Centerville Specific Plan Figure: ES-2 Summary of Major Proposals



## *A. INTRODUCTION*

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## CHAPTER A

### INTRODUCTION

#### PLAN PURPOSE

The purpose of the Centerville Specific Plan is to provide the policies and regulations to guide future development in the Specific Plan Area. The Specific Plan establishes policies for land use, circulation and parking, open space and heritage conservation, and identifies public facility improvement programs, development standards, community design guidelines, and a description of approaches to implementing the Specific Plan.

#### AUTHORITY

The adoption of this Specific Plan by the City of Fremont is authorized by Section 65450 et. seq. of the California Government Code. Under California Law (Government Code Section 65450 et. seq.) a city or county may use a Specific Plan to develop specific regulations, programs and legislation to implement its adopted General Plan. A Specific Plan is intended to be a bridge between the local general plan and individual development proposals.

Specific Plans generally contain the regulations, programs, and conditions necessary to implement the mandated elements of the general plan for a “specific” area within a community. They can combine zoning type regulations and other regulatory schemes into one document that can be tailored to meet the needs of the specific area. The Specific Plan may be described as a customized Zoning Ordinance for a designated area.

#### LOCATION OF STUDY AREA

The Specific Plan Study Area consists of approximately 680 acres of the larger Centerville Planning Area. Figure A-1 indicates the location of the Centerville Specific Plan Area in the Centerville Planning Area of the City of Fremont. The Study Area boundaries are irregular along Fremont Boulevard between Decoto Road and Mowry Avenue. Because of its length and diverse uses, the Specific Plan Area was divided into 13 subareas (see Figure ES-1). The Centerville

Specific Plan applies only to that property within the City of Fremont.

Regional access to the area is from Interstate 880 via Decoto Road, Thornton or Mowry Avenues; and Fremont Boulevard, the primary north-south circulation route in the City of Fremont.

#### RELATIONSHIP OF EXISTING PLANS AND CODES

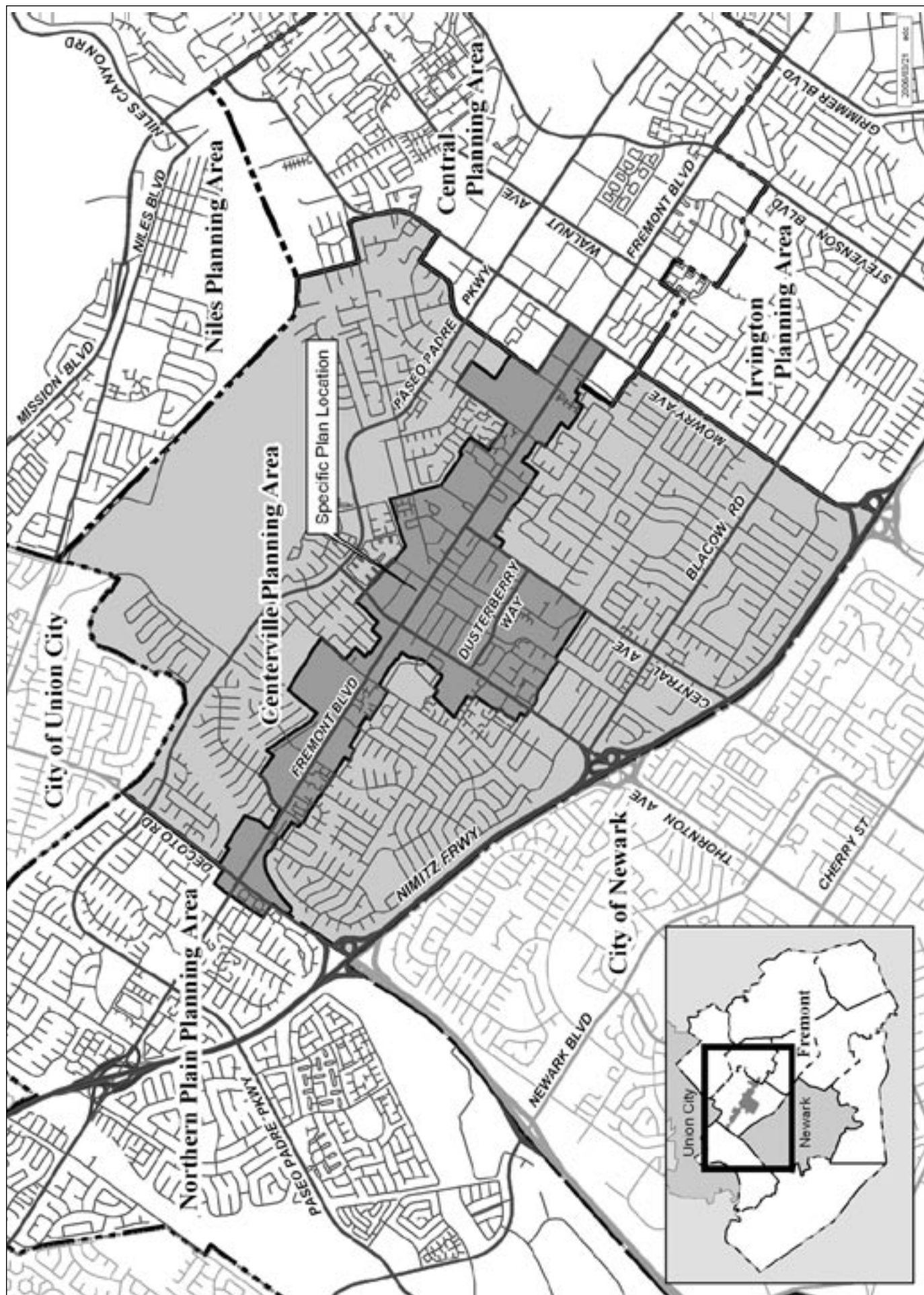
There are a number of policy documents upon which the Specific Plan legally and functionally rests. Some of the background data, goals, objectives and assumptions found in these documents are fundamental to understanding the Centerville Specific Plan. In the interest of brevity, as well as comprehensiveness, relevant sections are abstracted below.

##### Fremont General Plan

The Specific Plan can be adopted or amended only if it is consistent with the City’s General Plan (California Government Code Section 65454). This Specific Plan has been found to be consistent with relevant goals and policies of the Fremont General Plan.

The Centerville Specific Plan seeks to implement the following applicable Fundamental Goals of the Fremont General Plan:

- F-1 Fremont as a City of quality and distinction.
- F-6 A unified City with thriving districts and emerging communities, each with its own identity.
- F-8 A diversity of residential, recreational, cultural, employment and shopping opportunities.
- F-12 Provide parks, recreation facilities and opportunities.



Centerville Specific Plan Fig 4-1 Specific Plan Location



- F-13 Vital connections between the history and heritage of a community and everyday life.

The plan seeks to implement land use policies of the General Plan. Land Use Policies LU 2.14 through LU 2.18 identify Centerville as a historic district in Fremont and the design and development Policies LU 2.19 and LU 2.20 identify Centerville as having a Specific Plan prepared and LU 2.21 and 2.22 address the development of commercial scale and character.

### **Zoning Ordinance**

Provisions of zoning contained in Title 8, Chapter 2, Zoning, of the Code of Ordinances shall continue to be applicable to the Specific Plan area, except where noted in the Specific Plan.

### **Municipal Code**

The development standards set forth in the Specific Plan do not supersede the Municipal Building or Health and Safety Codes. No permit may be issued for development in the Specific Plan area that does not meet the requirements of these codes.

### **SPECIFIC PLAN ADOPTION**

The Fremont City Council adopted the Specific Plan by resolution on September 14, 1993. The plan elements, development standards and community design guidelines set forth in the Centerville Specific Plan supersede the Zoning Ordinance requirements applicable to selected districts within the Specific Plan Study Area boundaries. In accordance with the adopted Specific Plan, the City Council is required by Subdivision Map Act to deny approval of any tentative or final subdivision that is inconsistent with the Specific Plan. (Government Code, Section 66474 (b)).

Concurrent with the adoption of the Specific Plan, the City's General Plan and Zoning Ordinance will be amended. The General Plan amendments will consist of changes to the Centerville Land Use diagram and changes to the Plan text to add the Residential - Centerville Specific Plan designation.

Changes to the Zoning Ordinance will consist of the addition of a Centerville Specific Plan Overlay (CSPC) and rezoning of certain parcels in the Centerville Specific Plan Area.

### **SEVERABILITY**

In the event that any regulation, condition, program, or portions of this Specific Plan is held invalid or unconstitutional by a California or Federal Court of competent jurisdiction, such portion shall be deemed separate, distinct, and an independent provision, and the invalidity of such provisions shall not affect the validity of the remaining provisions thereof.

### **USING THE CENTERVILLE SPECIFIC PLAN: POLICIES VS. REGULATIONS**

The Centerville Specific Plan contains policies (statements of intent or guiding principle that imply commitment but are not mandatory), regulations or implementation measures (criteria that must be met by development and that implement the intent of the plan), and guidelines (directions regarding the details of design or development which are not mandatory). The following description of Plan chapters distinguishes between policy, regulation and guideline in order to make clear what regulations are being adopted in the Specific Plan. The Implementation chapter includes all the regulations established by the Specific Plan either in the text or by reference to text or diagrams in other chapters of the Plan. These implementation measures have the same force as regulations contained in the Zoning Ordinance.

**Chapter B. Planning Background and Goals.** This chapter briefly discusses the planning process, including public involvement and the previous economic study prepared for Centerville. The chapter also includes the broad area-wide goals (policies) developed by the Centerville Study Group.

**Chapter C. Plan Elements.** This chapter consists of the objectives, policies and plans for land use, open space, historic conservation and circulation systems.

**Land Use.** This element describes and analyses land use objectives and policies, data, and regulations. The text implementation measures, however, are included in the Implementation chapter. General Plan land use designations are shown on Figure C-1, Planned Land Uses, and the conforming Zoning Districts are shown on Figure D-1.

**Circulation and Parking Element.** This element discusses circulation and parking policies and implementation. The Implementation chapter references several sections of this element as regulations (e.g., street right of way requirements, street classification and Figures C-6 showing Fremont Boulevard right of way cross-section).

**Open Space Element.** The Open Space Element describes objectives related to open space and the existing and planned location of parks and plazas. The regulations relating to parks (e.g., park dedication requirements and park facility impact fees) are the same as those pertaining to other areas of the City.

**Historic Conservation Element.** This element lists the Primary Historic Resources identified in the General Plan in Centerville and identifies two "Contributory Resource Structures." This element does not include specific regulations. Any development would be subject to regulations included in the City's Zoning Ordinance.

**Infrastructure Element.** This element describes the existing infrastructure including water, sanitary sewer and storm drainage systems, solid waste collection and gas, electric, and telephone services. It also includes a policy relating to improvement of sewer capacity.

Any development would be subject to City-wide regulations. No additional regulations related to infrastructure are included in the Specific Plan.

**Chapter D. Implementation.** This chapter establishes the provisions required to implement the policies of the Centerville Specific Plan. Where a subject is not covered in the Chapter, the Zoning or Subdivision Ordinance applies. Where the provisions in this chapter add to or differ from those in the Zoning and Subdivision Ordinance, this Chapter controls.

**Chapter E. Community Design Guidelines.** New development should be consistent with these design guidelines. However, an alternative measure may be considered if it meets or exceeds the objective of the guideline and the intent of the Specific Plan. This is not a regulatory section.

**Chapter F. Capital Improvement Program.** This chapter contains cost estimates and financing options for implementing the plan. No regulations are included in this chapter.

**Chapter G. Relationship of the Specific Plan to CEQA.** The regulations referenced in this section are those of the California Government Code.

## *B. PLANNING BACKGROUND AND GOALS*

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## **CHAPTER B**

### **PLANNING BACKGROUND AND GOALS**

#### **HISTORICAL SKETCH**

Centerville is one of five communities that was incorporated into what is now the City of Fremont. The gold rush of the 1850's established Centerville as an agricultural and commerce center, concentrated around the present-day intersection of Fremont and Peralta Boulevards. A railroad line was extended between Centerville and Newark to ship the goods to market. Since World War II, the area has been transformed into a suburban community with the original settlement serving as both a neighborhood and regional commercial center. During this period this district emerged as the City's center for new auto dealers. In the last 20 years, the vitality of Centerville's original commercial center has been challenged by several converging factors: an aging building stock, competition from newer strip retail development along Fremont Boulevard and Thornton Avenue (which replaced Peralta Boulevard as the main east/ west arterial road in the area), and changes in the shopping preferences and lifestyle needs of residents.

Surrounding the central commercial district of Centerville are low density residential neighborhoods composed of single-family detached homes typical of the post-war period. However, several newer apartment and condominium projects are located along Fremont Boulevard—some intermixed with strip commercial uses.

#### **NEED FOR PLANNING**

With the development of Fremont's Auto Mall located outside the Centerville District, it is expected that much of the 30 to 40 acres of land currently occupied by auto dealerships will be vacated over the next several years. This move will also have an impact on the auto related services and the older, marginal retail areas in Centerville, which are partially dependent on the auto dealerships and their employees for their business.

#### **CONCEPT FOR PLANNING**

Centerville is ready to revitalize its commercial area, and develop infill housing to support the community commercial center. Centerville's commercial character has been shaped by Fremont's auto sale industry. Significant change is expected in the commercial area as a result of the relocation of most of the auto dealerships. This relocation is the catalyst for rediscovering the community center concept.

After decades of decline, historic commercial districts are beginning to make a comeback. This resurgence is growing as people place more value on commercial areas which are pedestrian oriented and provide opportunities for social interaction.

When commercial centers offer a range of social, cultural, and commercial goods and services, they become true centers of their community. They serve as places for social gathering; i.e., places in which to see and be seen. Successful centers are accessible and understandable, safe, friendly and attractive.

#### **PLANNING PROCESS**

In early 1988, the Centerville Business Association contacted the Mayor requesting the City's cooperation and involvement in the planning process aimed at revitalizing Centerville due to the pending departure of the auto dealers to a new auto-mall. The City Council in July 1988 designated a survey area encompassing the Centerville Business District to determine whether a redevelopment project was appropriate for Centerville.

#### **Economic Revitalization Study**

In 1989, City Council directed Economics Research Associates in association with DKS Associates to prepare an *Economic Revitalization Study* to determine the feasibility of a redevelopment project.

In 1990 the report was received by City Council. Real estate market analysis indicated that the Centerville Study Area could support the following uses on land vacated by the auto dealers:

- 1,600 multi-family units built over the next 15 years, including 1,200 to 1,250 apartments and 350 to 400 townhouses.
- A traditional community shopping center of approximately 100,000 square feet, anchored by a 30,000 to 35,000 square-foot supermarket and a 20,000 to 25,000 square-foot drug or variety store.
- A 70,000 to 80,000 square-foot specialty center oriented to the local community and anchored by restaurants. The study suggests that this center surround a pedestrian plaza, possibly with outdoor dining, and be linked or integrated with some of the more interesting older buildings in Centerville's historic core.
- Two or three office buildings totalling 60,000 to 65,000 square feet for local business tenants to be developed between 1995 and 2005 rather than at the present time.

Little change is expected in the character of Centerville's existing residential neighborhoods. Based on the market study described above, new residential and commercial uses are likely to be constructed on sites vacated by auto dealers and other sites of marginally productive commercial and industrial uses.

DKS Associates studied the traffic circulation—in terms of existing conditions as well as the impacts of growth associated by both redevelopment and citywide growth on through traffic in Centerville. It identified Fremont Boulevard's width in Centerville's historic district as problematic because of the street's two roles, as a major arterial and as a prime shopping street. High-speed, high-volume traffic creates discomfort, if not danger, for pedestrians in the commercial area. At the same time, the turns and parking maneuvers of local commercial traffic impede the flow of traffic moving through Centerville.

Peak-hour traffic volumes with or without redevelopment were predicted to double by the year 2000 due to the amount of through traffic. Resulting traffic on existing local streets would result in extremely poor traffic flow. The option of widening Fremont Boulevard between Thornton and Central Avenues to improve traffic flow was discussed. However, widening would impact existing commercial uses as well as displace historic resources. The alternative option of using Maple Street and Fremont as a one-way couplet was discussed. However, this option would create impacts to the adjacent residential area, especially along Maple.

Based on the findings of the *Economic Revitalization Study*, city staff prepared alternative land use and circulation plans for community review. Several community workshops were conducted in late 1989 and early 1990 to solicit community input on these alternatives. Considerable controversy regarding residential density and changes to Fremont Boulevard or Maple Street resulted from these workshops.

In April 1990, the Fremont City Council rejected all alternative land use plans previously prepared and directed that any future circulation plans for the Centerville Study Area consider widening of Fremont Boulevard between Thornton and Central Avenues only at critical intersections. The general widening of Fremont Boulevard to accommodate through traffic would not be considered viable because of the resulting loss of historic buildings.

### Formation of Centerville's Study Group

In May 1990, the Fremont City Council appointed the Centerville Study Group to study the area and make recommendations to the City regarding future development. The Centerville Study Group divided the Study Area into 13 subareas to reflect the diverse character of Centerville (see Figure ES-1, page 4). The Group developed goals, objectives and policies for the land use, circulation, open space and heritage preservation elements. The preferred land use and circulation plan and the goals and objectives were used in the development of this Specific Plan.

## **Framework for Planning**

The Preliminary Preferred Land Use and Circulation Plan for the Centerville Specific Plan evolved from discussions of the Study Group. The goals, objectives and planning recommendations contained in this plan represent the consensus or substantial consensus of the Group.

The Study Group presented the Preliminary Preferred Land Use and Circulation Plan to a joint Planning Commission and City Council meeting on March 7, 1991 and to the community on April 3, 1991. Based on comments received, the Study Group presented a final Preferred Land Use and Circulation Plan to the Fremont City Council in September 1991. Council accepted the plan as a basis for preparation of the Specific Plan.

## **AREA-WIDE GOALS**

The following goals were adopted as part of the Preferred Land Use and Circulation Plan. These goals guided the development of the Specific Plan.

- \* Revitalize the historic community business district of Centerville.
- \* Provide new housing opportunities for existing and future residents of Centerville in locations undergoing land use transition.
- \* Provide additional open space to meet existing and future needs.
- \* Conserve Centerville's historic resources.

The objectives, policies and implementation strategies contained in the Specific Plan seek to define and clarify the Study Groups' statements.

A copy of the Preferred Land Use and Circulation Plan is included in Appendix A.

## **CONCEPT PLAN**

See Chapter C, Plan Elements, for details of the Concept Plan that was adopted for Subarea 1 of the Specific Plan.





## *C. PLAN ELEMENTS*

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## CHAPTER C

### PLAN ELEMENTS

#### INTRODUCTION

This chapter presents the objectives, plans and policies of the five elements which comprise the Centerville Specific Plan. These elements help guide the logical organization of commercial, residential, open space and public land uses, and encourage the timely provision of public facilities to meet the needs of the existing and planned land uses. The Specific Plan consists of the following elements: Land Use, Circulation, Open Space, Historic Conservation, and Public Facilities.

#### LAND USE ELEMENT

##### Land Use Objectives

- Conserve and enhance existing residential neighborhoods.
- Actively encourage residential development in appropriate locations.
- Enhance viable commercial districts in Centerville.
- Concentrate retail activities in the historic business district of Centerville.
- Promote pedestrian-oriented uses and spaces especially in the historic business district.

##### Land Use Plan

The Land Use Plan illustrates the location and intensity of uses in the Specific Plan Area. The plan is based on the analysis of the existing conditions, the site and functional requirements, and the compatibility of each land use. The Land Use Plan is shown on Figure C-1 and the Planned Land Use at Buildout is tabulated on Table C-1.

##### Land Use Opportunity Areas

Subareas 1, 4, 5, 7 and 11 accommodate auto dealer sites and accordingly are identified as having the greatest opportunity for significant land use change. For these subareas, an important premise of the land use plan is that existing under utilized parcels will be assembled into larger, more efficient development sites to accommodate market demand and amenities such as parks.

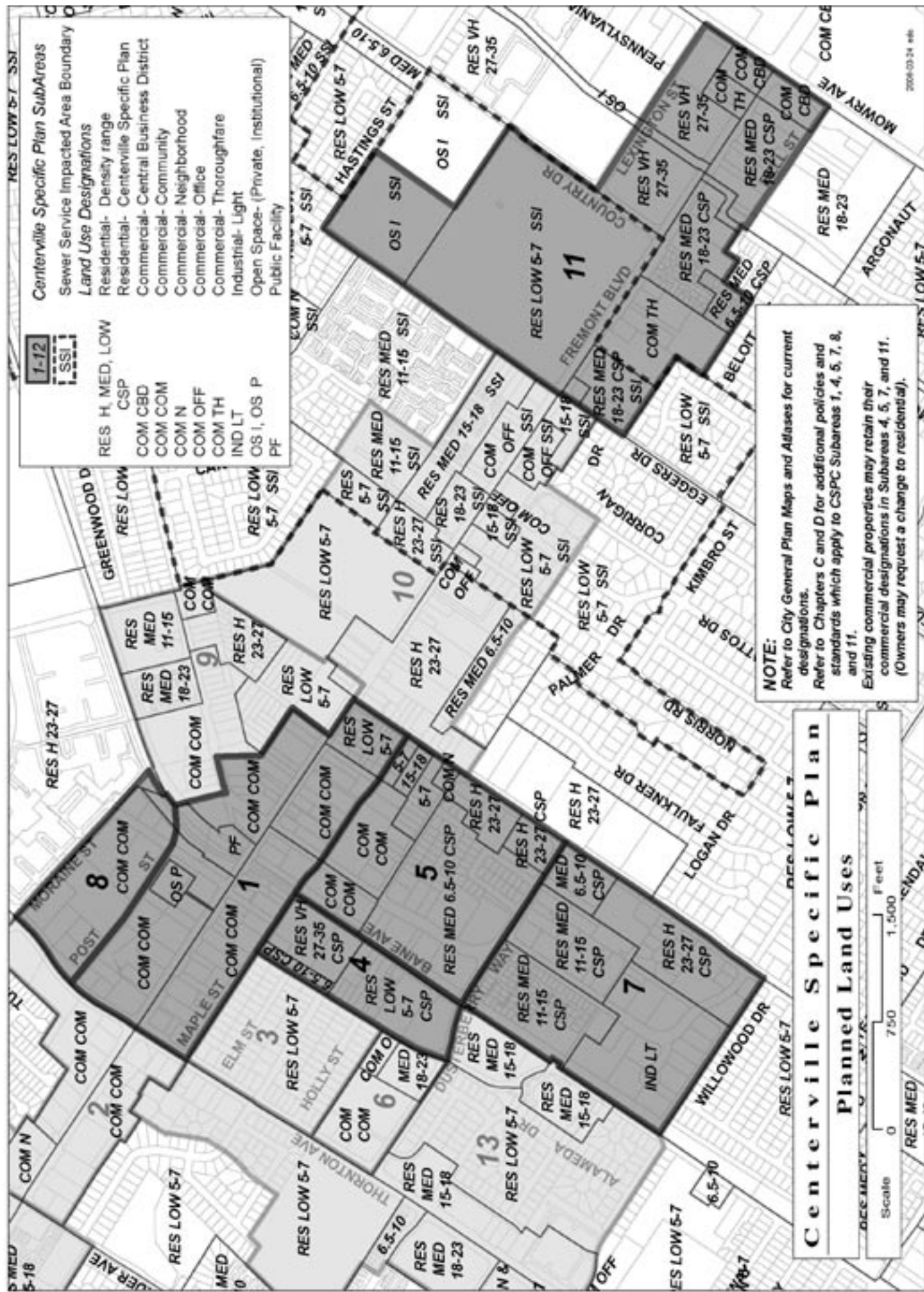
Significant land use changes are not planned in the other Subareas.

##### Subarea 1

Subarea 1 is the historic retail district of Centerville. It contains the largest and oldest concentration of neighborhood and community retail uses and structures in Centerville.

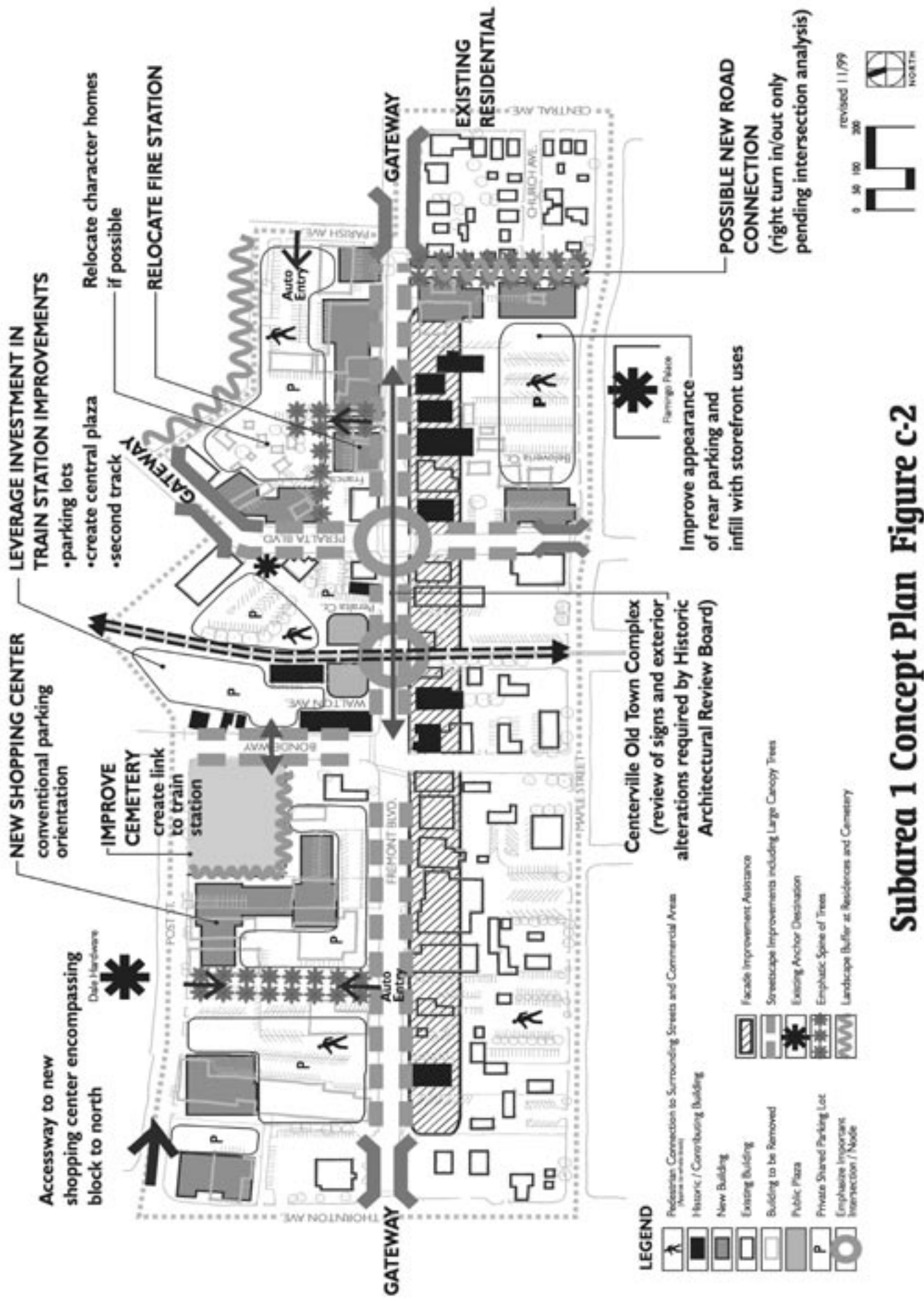


*Building on Fremont Boulevard: An example of "Main Street" architecture with the building located at the street edge and pedestrian amenities such as awnings*



Centerville Specific Plan Fig C-1 Planned Land Uses

Table C-1 PLANNED LAND USES AT BUILDOUT													
	SUBAREAS												
	1	2	3	4	5	6	7	8	9	10	11	12	13
RESIDENTIAL	2.8	3.2	15.5	14.0	28.9	0.0	29.9	0.0	22.8	76.2	71.2	138.5	75.3
Single-Family	2.8		15.5	14.0	3.6				8.9	35.5	39.7	83.0	48.0
Single-Family Use	2.8		15.5	14.0	3.6				5.5	10.8		20.0	29.9
Institutional									3.4	24.7	39.7	46.4	18.1
Freeway Right-of-Way												16.6	
Multi Family		3.2			25.3		29.9		13.9	40.7	31.5	55.5	27.3
6.5 - 10 dwelling/acre		3.2			22.5		12.6		3.2		2.6		44.1
11 - 15 dwelling/acre					0.0		7.7		1.1	5.4		10.6	
15 - 18 dwelling/acre									4.1	11.3		22.3	19.8
18 - 23 dwelling/acre									3.3		16.9		7.5
23 - 27 dwelling/acre					2.8		9.6		2.2	24.0		22.6	
27 - 35 dwelling/acre											12.0		12.0
COMMERCIAL	41.3	24.2	0.0	0.0	6.7	9.8	0.0	13.8	11.0	9.1	14.7	32.0	4.4
Community	41.3	21.0			6.2	9.4		13.8	11.0	0.5	4.4		
Neighborhood		3.2			0.5							32.0	4.4
Thoroughfare											9.3		9.3
Office						0.4				8.6	1.0		10.0
INDUSTRIAL	0.0	0.0	0.0	0.0	0.0	0.0	15.2	0.0	0.0	0.0	0.0	0.0	15.2
Light							15.2						15.2
PUBLIC FACILITY	4.0												4.0
PARKS											10.0	7.0	17.0
TOTAL	48.1	27.4	15.5	14.0	35.6	9.8	45.1	13.8	33.8	85.3	95.9	177.5	79.7
Source: HGHB, April 1992													



**Subarea 1 Concept Plan Figure c-2**

After the adoption of a Redevelopment Plan in 1997, the City and the Centerville community initiated a Concept Plan process to plan for the future development of Subarea 1. The Fremont Boulevard Concept Plan is illustrated in Figure C-2 (previous page) and represents, in concept form, the community's vision for the revitalization of the Centerville commercial core. The Concept Plan includes the following elements:

- A historic core consisting of a rehabilitated train depot, a planned civic plaza, a refurbished cemetery and several historic structures on Fremont Boulevard between Bonde Way and extending south-west towards Parish Avenue.
- Large parcel redevelopment of two sites: the block surrounded by Fremont Boulevard, Bonde Way, Post Street and Thornton Avenue for a community-serving shopping center with a grocery store anchor; the block surrounded by Fremont Boulevard, Parish Avenue, Jason Way, and Peralta Boulevard a shopping center with a Main Street character.
- Sidewalk improvements (partially completed) consisting of new sidewalks, street trees, and pedestrian-scale lighting.
- Gateways and intersection nodes which may consist of special landscaping, paving, architectural treatment or other entrance/intersection features.
- New road connections between Fremont Boulevard and Maple Street, and Fremont Boulevard and Post Street.
- A commercial rehabilitation program.

The Old Train Station site and adjacent railroad right-of-way is designated as public facility. Figure C-2 indicates a 5-minute walking radius from the station. The train station should be reused as a passenger rail station. The Centerville historic retail district is within easy walking distance.

### **Subarea 4**

Subarea 4 is an opportunity area for single-family residential uses. The residential uses should be an extension of the bungalow style single-family detached housing of Subarea 3. The housing in this subarea should be high quality and well designed to enhance the existing residential neighborhood.



*Subarea 3 type Single-Family Detached "Bungalow" House*

### **Subarea 5 and 7**

Subareas 5 and 7 represent the major opportunity area for redevelopment. This area is currently the primary concentration of auto dealers and auto related uses. As previously mentioned, many of the new auto dealers are expected to relocate to the auto-mall. The highest potential and best use for this land is residential as identified in the *Centerville Economic Revitalization Study* prepared in 1990 by Economics Research Associates. Many viable non-auto related service businesses are located throughout these subareas.

Approximately 15 acres in Subarea 7 would be designated light industrial which would allow the continued operation of approximately 45 businesses, most of which are auto related and also include a public storage facility and health spa.

Subareas 5 and 7 would permit residential densities in single-family detached houses or attached townhouses. The plan envisions the conversion of commercial and light industrial uses in these areas to residential uses to support the existing and planned community commercial uses in Subarea 1.

Revitalization of this area for residential use would be best facilitated by land assembly. Figure C-3 (next page) shows the existing multiple property ownership of Subareas 5 and 7. In order for this area to reach its full potential, a public and private partnership is recommended to assemble land, build parks and improve streetscapes compatible with and in support of residential uses. This would provide for parcels large enough to accommodate a range of residential land uses and amenities as well as eliminate the presence of incompatible businesses. Figure C-4 shows the Plan's conceptual block pattern for the development of this area.

### ***Subarea 11***

Subarea 11 is another concentration of auto dealer sites, however, smaller than Subareas 5 and 7. Subarea 11 is adjacent to an existing single-family residential neighborhood.

Existing auto dealers are planned to be replaced with multi-family housing and office commercial uses. Higher density residential uses are planned facing Fremont Boulevard with medium density housing adjacent to existing single-family housing.

### **Existing Land Use**

In Subareas 4, 5, 7 and 11, the plan permits the existing commercial and light industrial uses to remain. The existing commercial uses can only convert to residential if the property owner requests the change.

### **Land Use Policies**

Land use policies other than land use designations are described below. Refer to the Planned Land Use diagram, Figure C-1 to locate the appropriate land use designation.

### ***Subarea 1***

#### *LU-1:*

*The Concept Plan illustrates the major improvements and investments anticipated in the area. Proposals for new development do not necessarily have to be consistent with the building foot prints or new road connections shown on the Plan. However, where a proposal is not consistent with the Concept Plan, the applicant shall describe how the proposed development satisfies the Subarea 1 Commercial Core Policies described below. Public and private investment in the area, including decisions made by the Redevelopment Agency, shall be consistent with these Policies.*

- 1. Development shall contribute to the economic revitalization of the Centerville commercial core, as described in the Specific Plan and the project objectives of the Redevelopment Plan (Appendix C).*
- 2. Commercial development shall encourage revitalization of the area by fostering integration of uses and encouraging shoppers to stop and shop/visit at several locations.*
  - New development shall incorporate vehicle and pedestrian links to surrounding uses.*
  - New development shall use building placement, architectural design, and landscape elements to create a cohesive retail commercial area rather than separate developments.*
  - Landscaping, lighting and other pedestrian-oriented features shall be integrated with the Fremont Boulevard streetscape.*



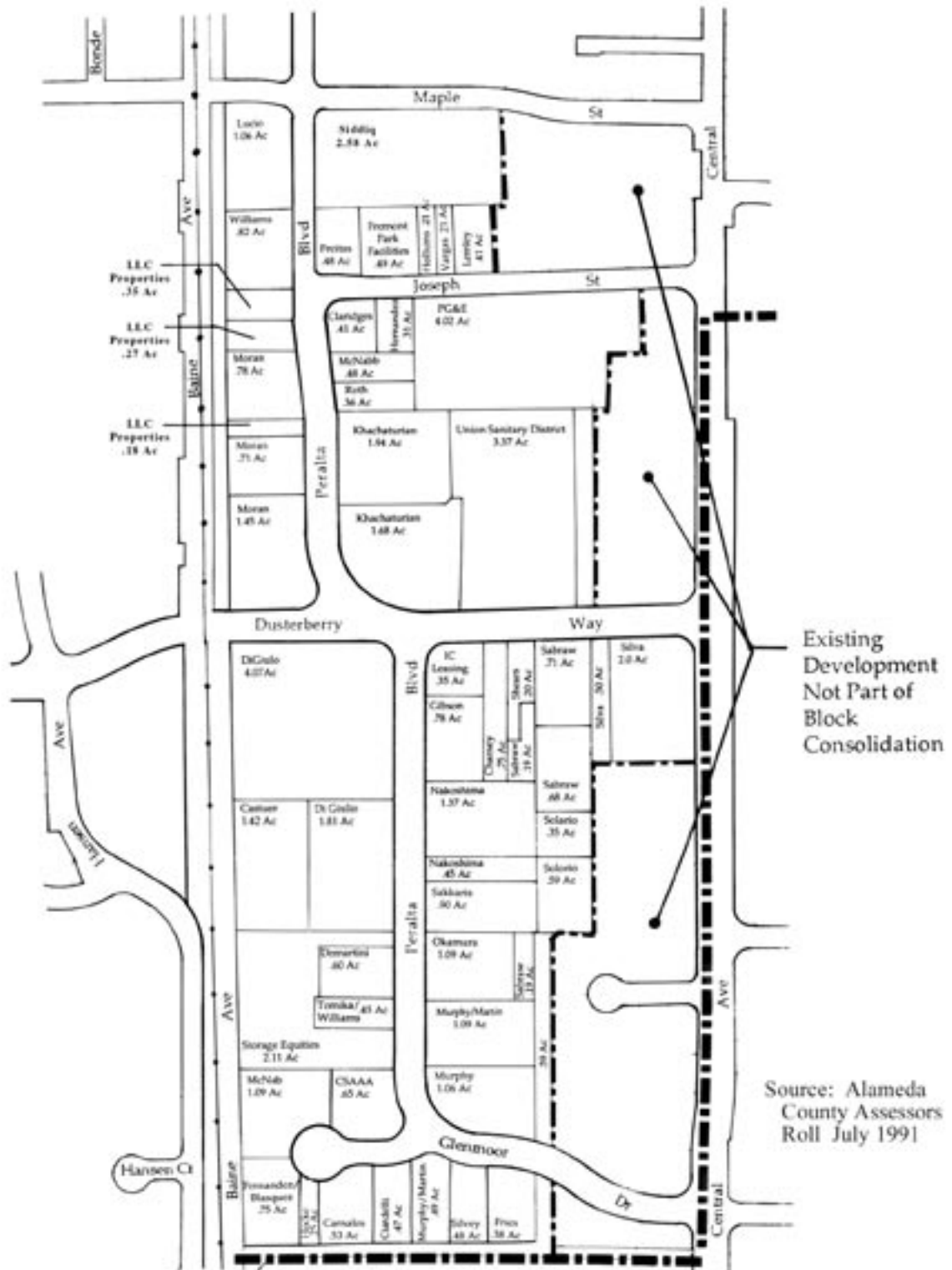


Fig C-3 Subareas 5 and 7—Property Ownership

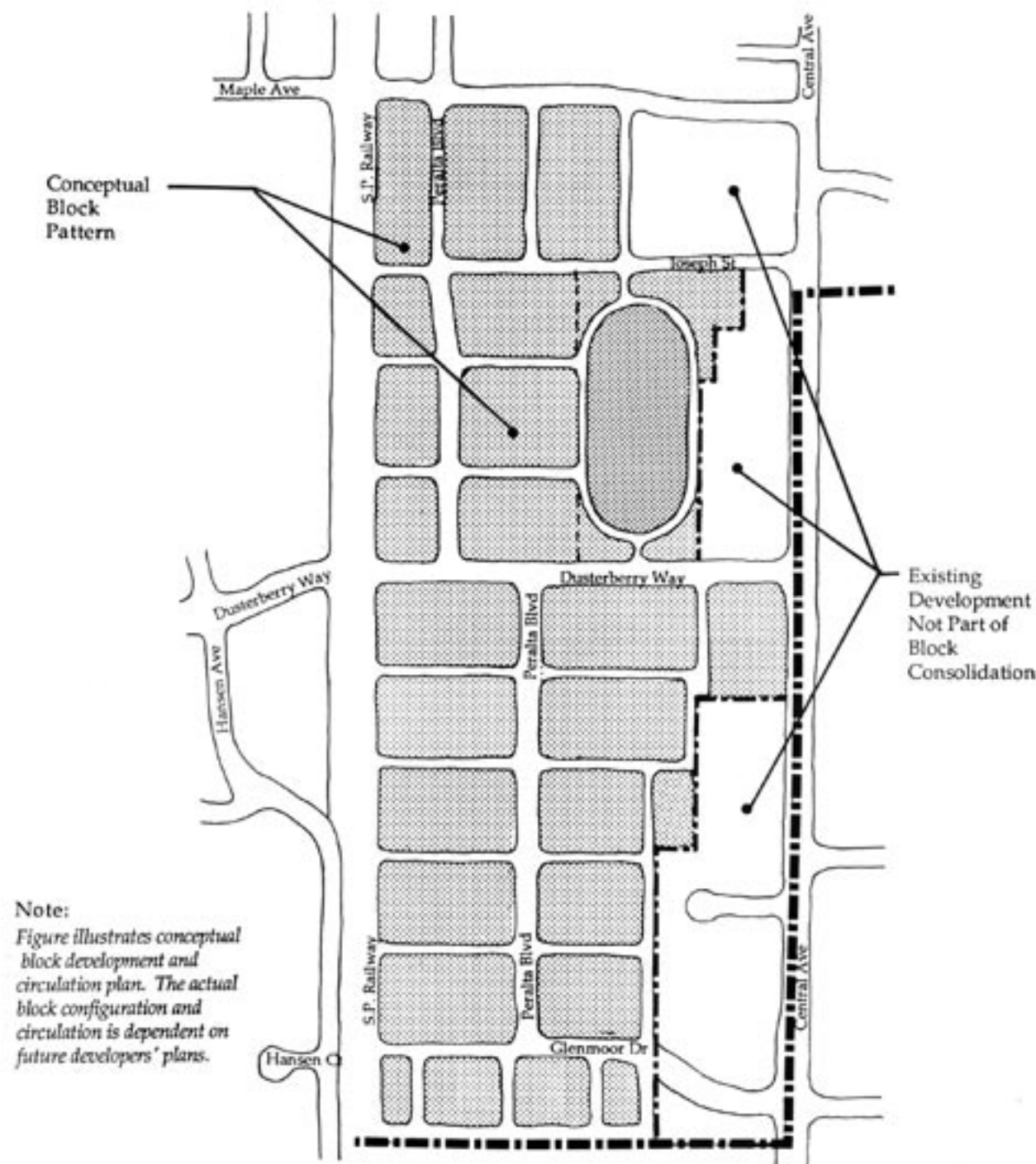


Fig C-4 Subareas 5 and 7– Conceptual Block Consolidation

3. *Public investment (in the train station, cemetery, and plaza) shall encourage links with the surrounding commercial uses.*
4. *New development in the area designated as Centerville Old Town complex (as shown on the Concept Plan) shall reinforce the historic character and Main Street ambiance of the area.*
5. *Development of the block surrounded by Fremont Boulevard, Bonde Way, Post Street and Thornton Avenue shall be consistent with the goal of creating an attractive, large-scale, uniquely designed, community serving shopping area, anchored, if feasible, by a grocery store. New development should create a synergy between and unify the commercial uses on both sides of Post Street. Such development should include the following features:*
  - *Post Street redesigned and constructed to create an attractive, clearly visible pedestrian and auto access point for the new shopping center.*
  - *New access from Fremont Boulevard to Post Street which creates visibility and access to the commercial uses and views of the hills beyond.*
  - *The interface between the cemetery and any adjacent building planned and buffered to maintain the cemetery's historic character and contemplative nature.*
6. *Development of the block surrounded by Fremont Boulevard, Parish Avenue, Jason Way and Peralta Boulevard should be consistent with the character of the Centerville old town complex. Alternative designs which satisfy the commercial core objectives may be considered. New development shall complement the design of the older commercial buildings on the other side of Fremont Boulevard.*
  - *Development of the site should reinforce the Main Street character of this part of Fremont Boulevard with buildings located at the sidewalk and parking at the rear of the buildings, although alternative designs which satisfy the commercial core objective may be considered.*
7. *Attractive and safe pedestrian ways shall be provided in parking lots; such pedestrian ways shall provide links to surrounding streets and commercial areas.*
8. *Façade improvements shall be consistent with the historic character of the building, where appropriate.*
9. *Property owners are encouraged to work with their neighbors and the City and/or Redevelopment Agency to create shared parking or look at other ways to make parking more efficient and attractive. The Redevelopment Agency should continue to actively pursue opportunities to create additional public parking.*
10. *A new access road between Fremont Boulevard and Maple Street shall include a landscaped area to buffer the adjacent residential uses and shall provide visibility and access to development between Fremont Boulevard and Maple Street. The new road should not impede current traffic patterns on Fremont Boulevard, Parish Avenue and Central Avenue.*
11. *New development related to permitted uses in Subarea 1 (except for additions to existing buildings of 1,000 square foot or less or 50 percent of the existing floor area, whichever is less) requires approval of a finding by the zoning administrator for consistency with the Concept Plan. Where the proposal is not clearly consistent with the Concept Plan, it shall be referred to the Planning Commission which may determine that the proposal is consistent with the Concept Plan and policies, or that the objectives of the plan are being met by other means.*

*Implementation:*

*The proposed design and development shall be consistent with the Concept Plan for Subarea 1, as illustrated in Figure C-2 and the commercial core policies.*

**LU-2:**

*A Public Facility district is designated for the historic train station site. The following features are encouraged:*

- *The train station should be restored to accommodate the proposed passenger train needs.*
- *Designation of the railroad property adjacent to the right-of-way for parking in support of the passenger train station.*

**Implementation:**

*The proposed design and development shall be consistent with the Implementation Chapter and Community Design Guidelines of this Plan.*

**Subarea 4**

**LU-3:**

*Residential development should be compatible with the character of existing single-family detached housing type in Subarea 3 to conserve and enhance residential neighborhoods.*

**Implementation:**

*The proposed design and development shall be consistent with the Implementation Chapter contained in the Centerville Specific Plan.*

**LU-4:**

*Existing commercial properties shall retain their present commercial zoning. Existing commercial property owners may build new, expand, or remodel building(s) to maximum allowable under existing commercial zoning. When an owner requests a change from existing commercial use to residential use, the change shall be allowed with a minimal amount of conditions or prerequisites. An existing commercial zone can only convert to a residential zone. Current vacant raw undeveloped land shall be designated as a residential district.*

**Subareas 5 and 7**

**LU-5:**

*Residential development should include amenities such as public and private open space, landscaping, appropriate building materials, street systems and pedestrian walkways.*

**Implementation:**

*The proposed design and development shall be consistent with the Implementation Chapter and Community Design Guidelines contained in the Centerville Specific Plan, or other guidelines adopted by the City pertaining to small lot residential development.*

**Subarea 10**

**LU-7:**

*Existing office uses may convert only to residential use at a density compatible with the surrounding residential uses. Conversely any existing residential use may convert only to commercial office use.*

**Implementation:**

*The proposed design and development shall be consistent with the Implementation Chapter contained in the Centerville Specific Plan .*

**Subarea 11**

**LU-8:**

*Office is a permitted use at the southwest corner of Eggers Drive and Fremont Boulevard. Residential development is a conditional use within this area.*

**Implementation:**

*The proposed design and development shall be consistent with the Implementation Chapter contained in the Centerville Specific Plan .*

LU-9:

*Existing commercial properties are to retain their present commercial zoning. Existing commercial property may build new, expand, or remodel building(s) to maximum allowable under existing commercial zoning. Existing commercial zone may convert to residential zone.*

*Implementation:*

*The proposed design and development shall be consistent with the Implementation Chapter contained in the Centerville Specific Plan.*

### **Subarea 12**

LU-10:

*Neighborhood commercial uses on Fremont Boulevard and Decoto Road shall serve the needs of the local neighborhood.*

*Implementation:*

*The proposed design and development shall be consistent with the Implementation Chapter of the Centerville Specific Plan.*

## **CIRCULATION AND PARKING ELEMENT**

### **Circulation and Parking Objectives**

- Enhance traffic flow along Fremont Boulevard with traffic channelization improvements.
- Minimize traffic intrusion in residential neighborhoods.
- Encourage parking consolidation within the heritage retail district to provide adequate and convenient parking.
- Encourage regional commuter rail service utilizing the existing railroad right-of-way.
- Improve pedestrian and bicycle circulation between neighborhoods and commercial districts.
- Give priority to pedestrian circulation in the historic retail district.

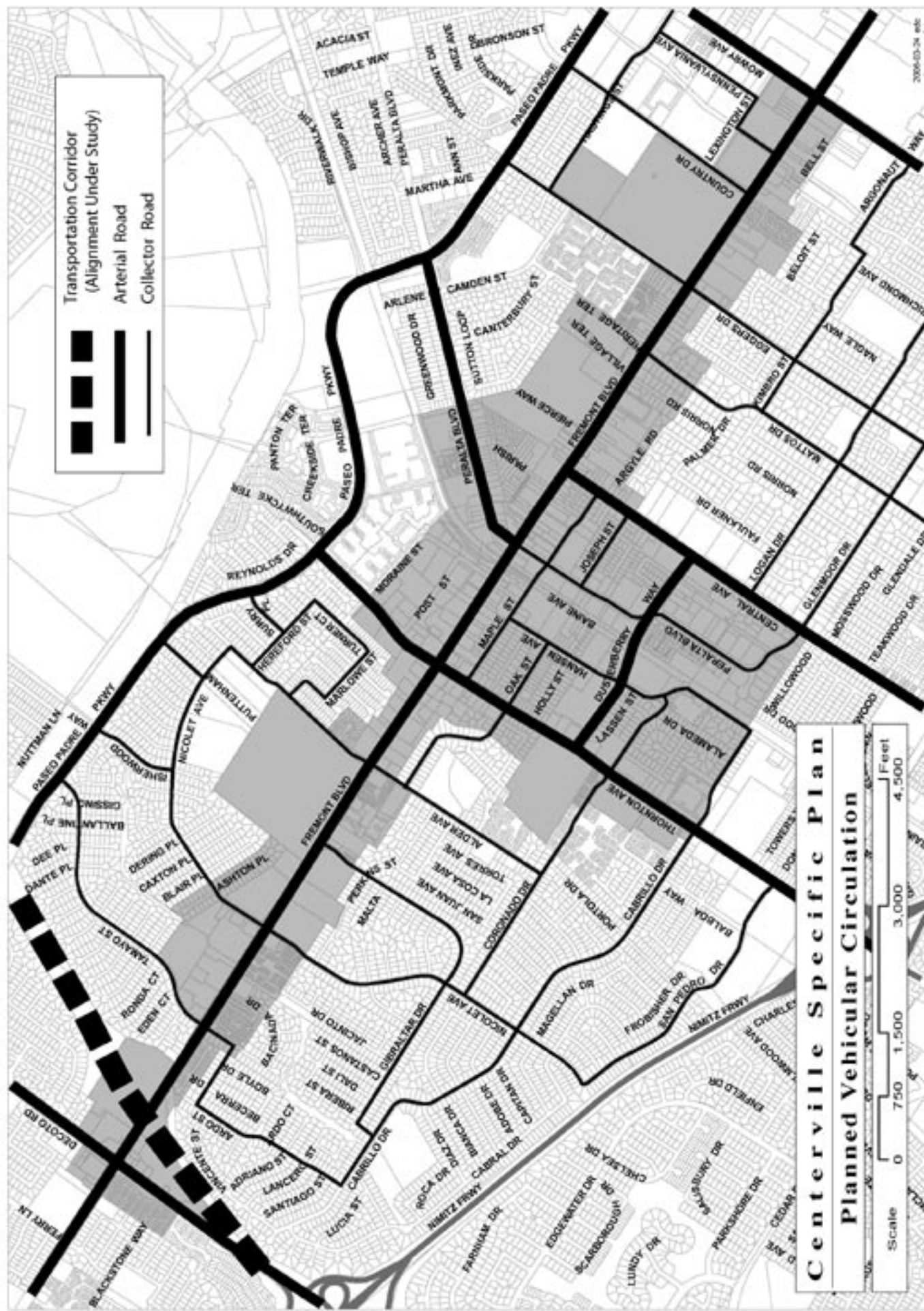
### **Circulation and Parking Plan**

The circulation and land use plans go hand in hand. The circulation plan provides a variety of methods for movement of people and goods through the Specific Plan area to facilitate the proposed land uses.

The circulation and parking plan is comprised of vehicular circulation, parking facilities, public transit, and pedestrian and bicycle facilities.

#### ***Vehicular Circulation***

The circulation plan anticipates the completion of State Route 84, an east-west link from the Livermore Valley to I-880 freeway and the Dumbarton Bridge. The completion of this route will remove the State Highway designation from Thornton Avenue, Fremont Boulevard and Peralta Boulevard within the Specific Plan Area. The completion of this State Route would also eliminate the truck route designation of Thornton Avenue, Fremont and Peralta Boulevards.



*Centerville Specific Plan Fig C-5 Planned Vehicular Circulation*

The City currently does not advocate the construction of any particular type of roadway facility for Route 84. The City's General Plan calls the historic Route 84 alignment an "highway/arterial alignment under study." This leaves open the possibility of constructing a freeway, a parkway, some lesser facility, or perhaps no roadway at all.

Figure C-5 illustrates the planned vehicular circulation for the Centerville Study Area. Table C-2 indicates the hierarchy of street right-of-way requirements.

<b>Table C-2</b> <b>HIERARCHY OF STREET</b> <b>RIGHT-OF-WAY REQUIREMENTS</b>	
<b>Street Type</b>	<b>Right-of-Way (Minimum)</b>
Arterial (divided)	104 feet
Arterial (undivided)	84 feet
Fremont Boulevard (between Central and Thornton)	84 feet
Collector	60 feet
Minor (with on-street parking and sidewalk)	56 feet
Note: Refer to Community Design Guidelines, Streetscape, for rights- of-way in Subareas 1, 5, 4 and 7.	

Table C-3 indicates the street functional classification of each street in the Centerville Specific Plan.

#### *Subarea 1*

The plan's vehicular improvements are concentrated on Fremont Boulevard between Central and Thornton Avenues where existing and future projected congestion is a problem and are shown on Exhibit "B." Channelization improvements at the intersections with Thornton Avenue and Central Avenue, and widening of Fremont Boulevard between Thornton and Bonde Way to a consistent right-of-way cross section of 84 feet are planned. (See Figure C-6). The widening will occur as the block is developed. The widening of this section will make Fremont Boulevard a uniform width from Central to Thornton Avenues. These improvements, if implemented, will ameliorate aforementioned congestion problems but will not completely eliminate them.

The widening of Central Avenue from Fremont Boulevard to Dusterberry Way to a uniform width improved in accordance with City Standards for an arterial including undergrounding overhead utility wires is planned. (See Figure C-7). This is the only section of Central Avenue in the Study Area not improved.

#### *Alternative Widening*

The Centerville Study Group recommended the uniform widening of Central Avenue from Fremont Boulevard to Dusterberry Way. The Specific Plan's plan lines prepared for the City of Fremont Exhibit "D" illustrate the required acquisition of property. The estimated cost for this widening is approximately \$2.5 million, most of which would not be covered by the Traffic Impact Fee program. Widening to these plan lines would require the relocation of a number of residents and two businesses.

From a traffic engineering standpoint, an alternative intersection improvement with one west-bound lane on Central Avenue between Fremont Boulevard and Church Avenue would provide sufficient traffic capacity at this intersection.

Because of the cost of the Central Avenue improvements, and the impact on existing residents, businesses and the character of development, it is recommended that at the time development is proposed or when funding for this project becomes available, an alternative alignment be prepared. This alternative alignment should meet the objective of the Specific Plan by providing sufficient traffic capacity while minimizing the impacts on surrounding land use.

#### *Subareas 5 and 7*

The existing street system in Subareas 5 and 7 was designed to serve large, commercially developed parcels. Since this is planned to change, a circulation plan shown on Figure C-8 provides a conceptual circulation system for residential development in Subareas 5 and 7 which adds additional local streets accessed by Dusterberry Way and Peralta Boulevard to provide circulation in the subareas.

Table C-3 STREET CLASSIFICATION					
Location	Arterial	Collector	Number of Lanes	Median	Without Median
Decoto	x		6	x	
Fremont Boulevard					
Decoto Rd to Thornton Ave	x		6	x	
Thornton Ave to Central Ave	x		4		x
Central Ave to Monroe Ave	x		4	x	
Monroe Ave to Mowry Ave	x		6	x	
Thornton Avenue	x		4	x	
Central Avenue	x		4	x	
Dusterberry Way					
Thornton Ave to SP Railway	x		4		x
SP Railway to Central Ave	x		4		x
Mowry Avenue	x		6	x	
Oak Street		x	2		x
Maple Street		x	2		x
Nicolet Street		x	2		x
Alder Avenue		x	2		x
Coronado Drive		x	2		x
Cabrillo Drive Decoto Rd to Thornton Ave		x	2		x
Joseph Street		x	2		x
Hansen Avenue		x	2		x
Peralta Boulevard					
Fremont Blvd to the East	x		4	x	x
Fremont Blvd to the West		x	2	x	
Mattos Drive		x	2		x
Eggers Drive		x	2		x
Country Drive		x	2		x
Monroe Avenue		x	2		x
Lexington Street		x	2		x
Contra Costa Avenue		x	2		x
Glenmoor Drive		x	2		x



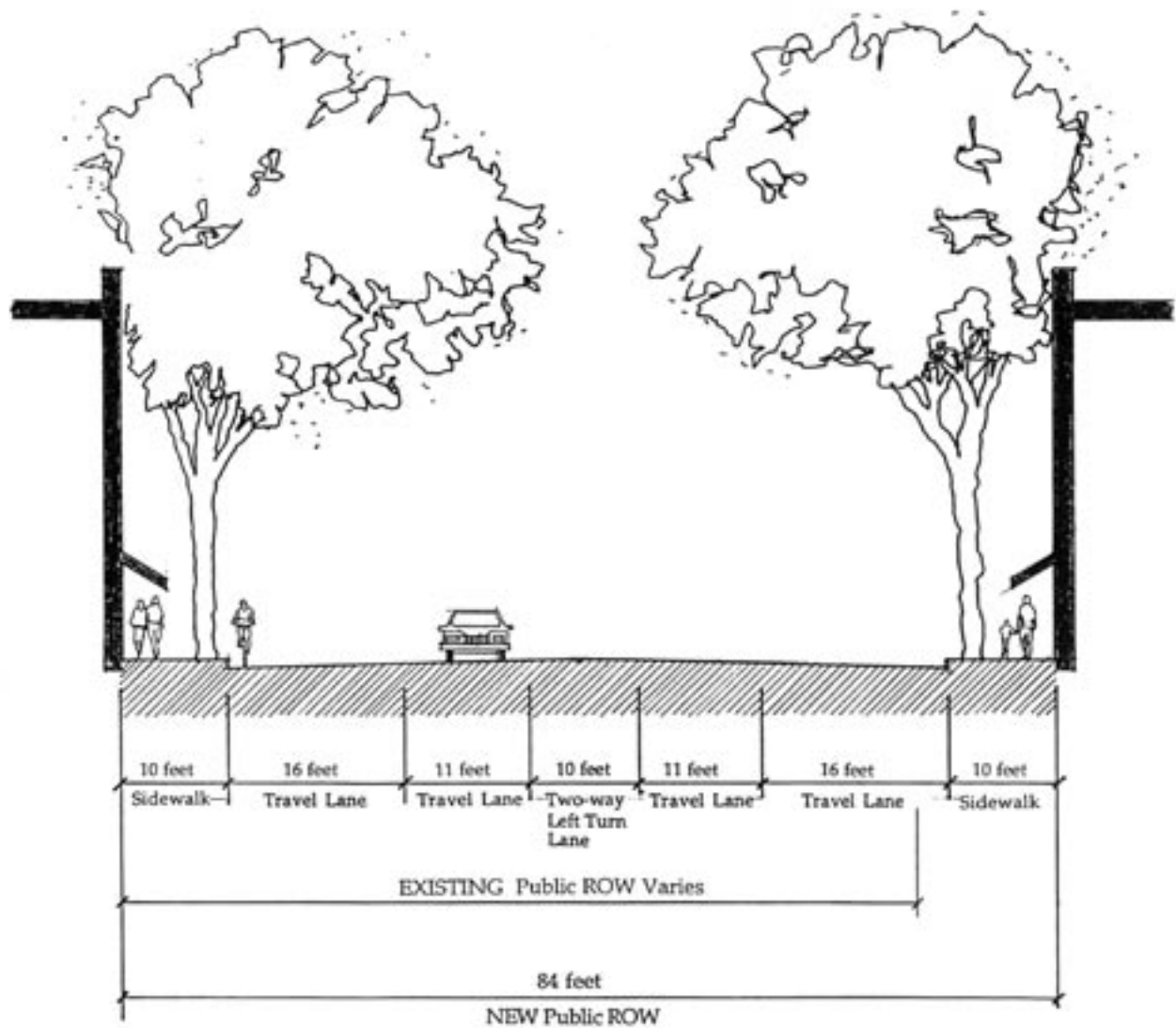
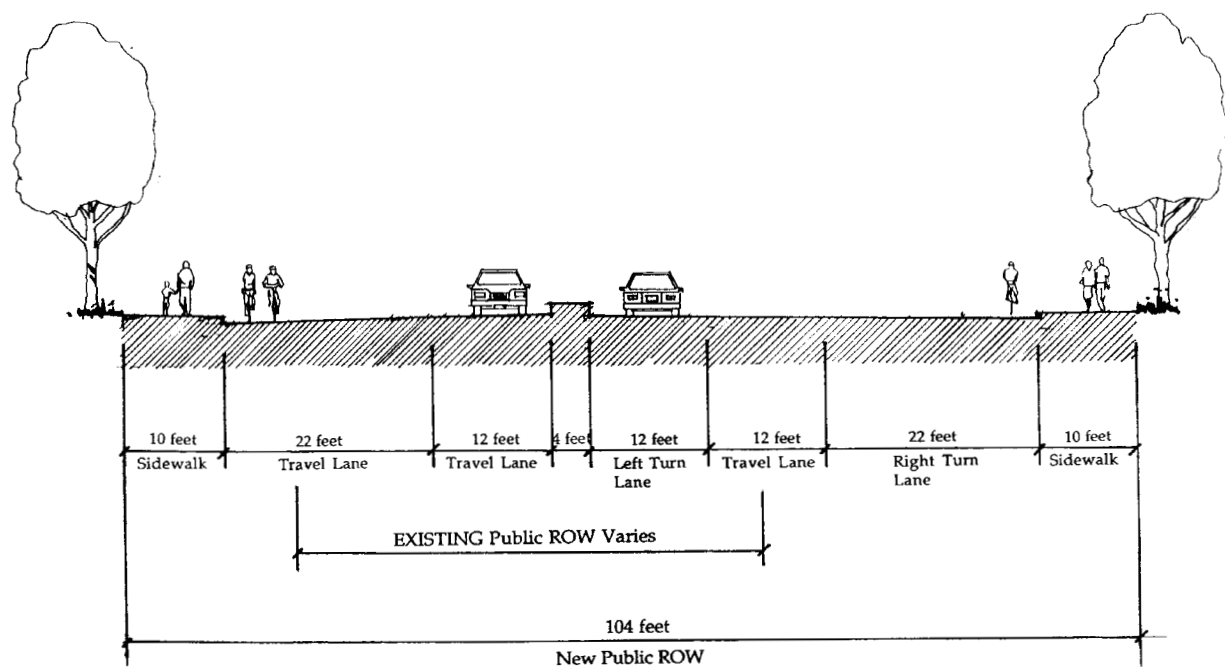
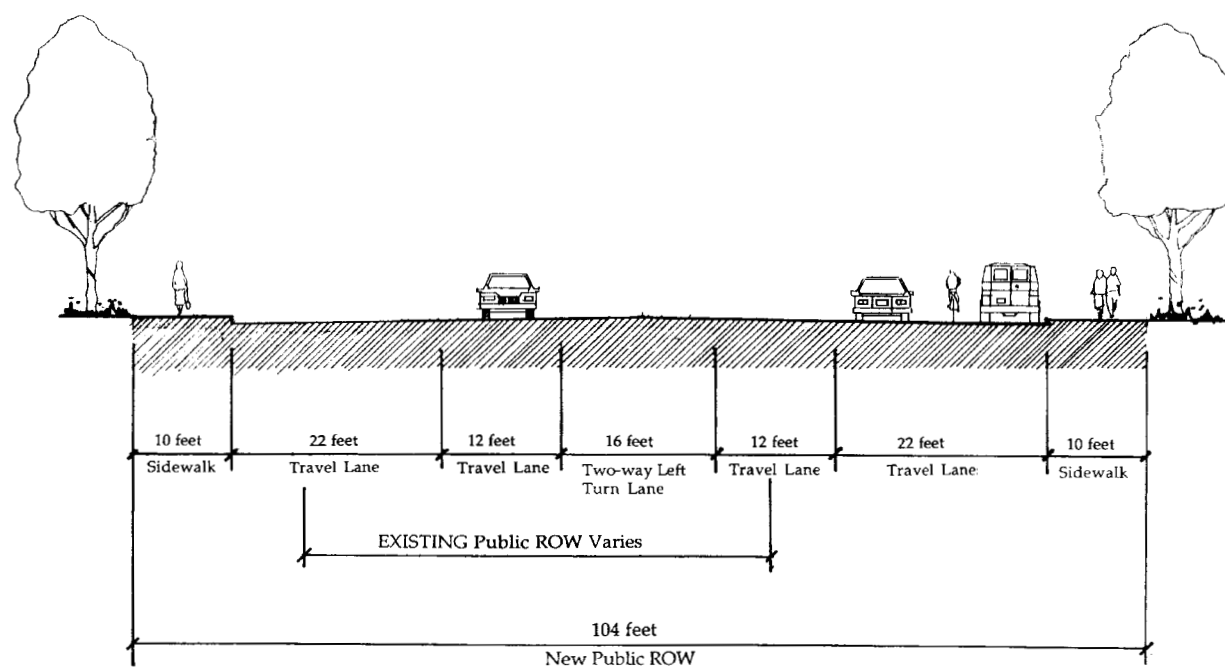


Fig C-6 Fremont Boulevard– 84' Right-of-way between Bonde Way and Thornton Avenue



Central Avenue Section Looking East  
Left Turn Lane to Fremont Boulevard



Central Avenue Section Looking East

Fig C-7 Central Avenue– 104' Right-of-way

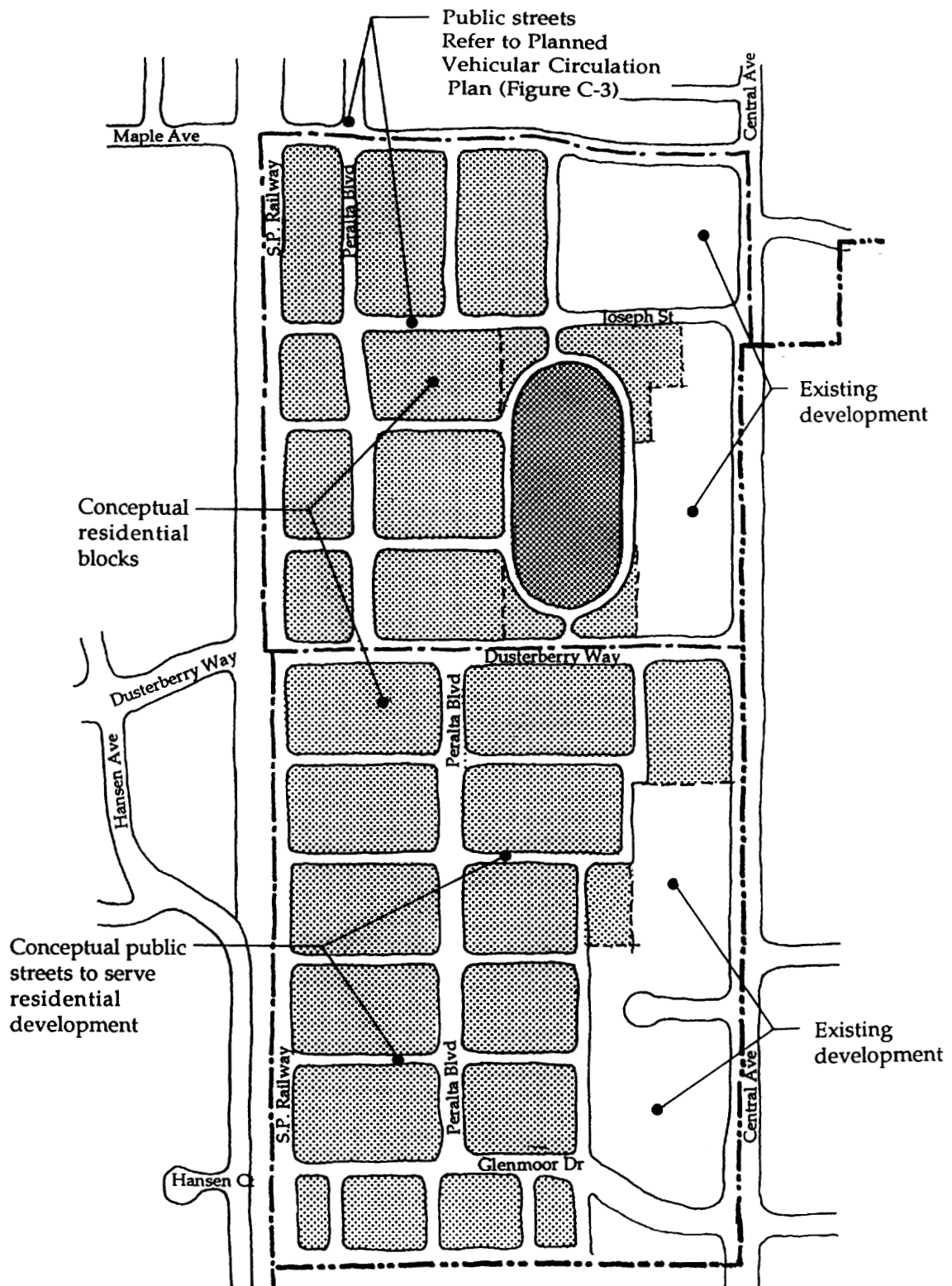


Fig C-8 Subareas 5 and 7- Conceptual Circulation System

The development of new streets as public streets is encouraged in order to create a strong sense of neighborhood character, and to integrate the projects into the greater neighborhood. As indicated on the plan, the block dimensions range from 200 to 300 feet, the size appropriate to creating a pedestrian scale in a residential neighborhood.

An actual street system will be proposed by developers and evaluated by the City at the time of residential development. The conceptual plan is intended to provide assurance a desirable street system remains possible while commercial uses remain in the area.

### *Subarea 11*

As commercial businesses convert to residential use, the service road on Fremont Boulevard in Subarea 11 opposite Washington High School is no longer required. The service road would be vacated and Fremont Boulevard in this section would revert to a consistent right-of-way width.

## ***Parking Facilities***

### *Subarea 1*

See Figure C-2 and Land Use policies for Subarea 1 for details of parking and circulation in Subarea 1.

Where appropriate and feasible, service yards and parking lots are not to be visible from Fremont Boulevard. Service yards include loading docks, garbage and recycling bins, and storage areas. The shared use easements to access parking improvements are to minimize and control the number of turning movements to commercial driveways along Fremont Boulevard. These improvements will increase traffic flow on Fremont Boulevard.

On-street parking on Fremont Boulevard between Thornton and Central Avenues is generally to be maintained where it is now. As driveways are consolidated, additional parking may be created on Fremont Boulevard. This will be regulated short-term parking to serve the on-street retail businesses.

The on-street parking also provides a buffer between the street traffic on Fremont Boulevard and the sidewalk which will provide safety for the pedestrian.

## ***Public Transportation***

Public transit in the Specific Plan Area is provided by Alameda-Contra Costa Transit (AC Transit). The area will be well served by the proposed new AC Transit Comprehensive Service Plan, which is anticipated to go into effect in 1994 or 1995.

Weather protected bus stops are encouraged at major bus transfer stops or locations of heavy demand such as the train station.

The State has designated the Centerville station as a stop in the Sacramento-San Jose intercity (Capitol Corridor) service. If feasible, the historic train station at Fremont and Peralta Boulevards is to be restored as the train station for this regional rail intercity and commuter line.

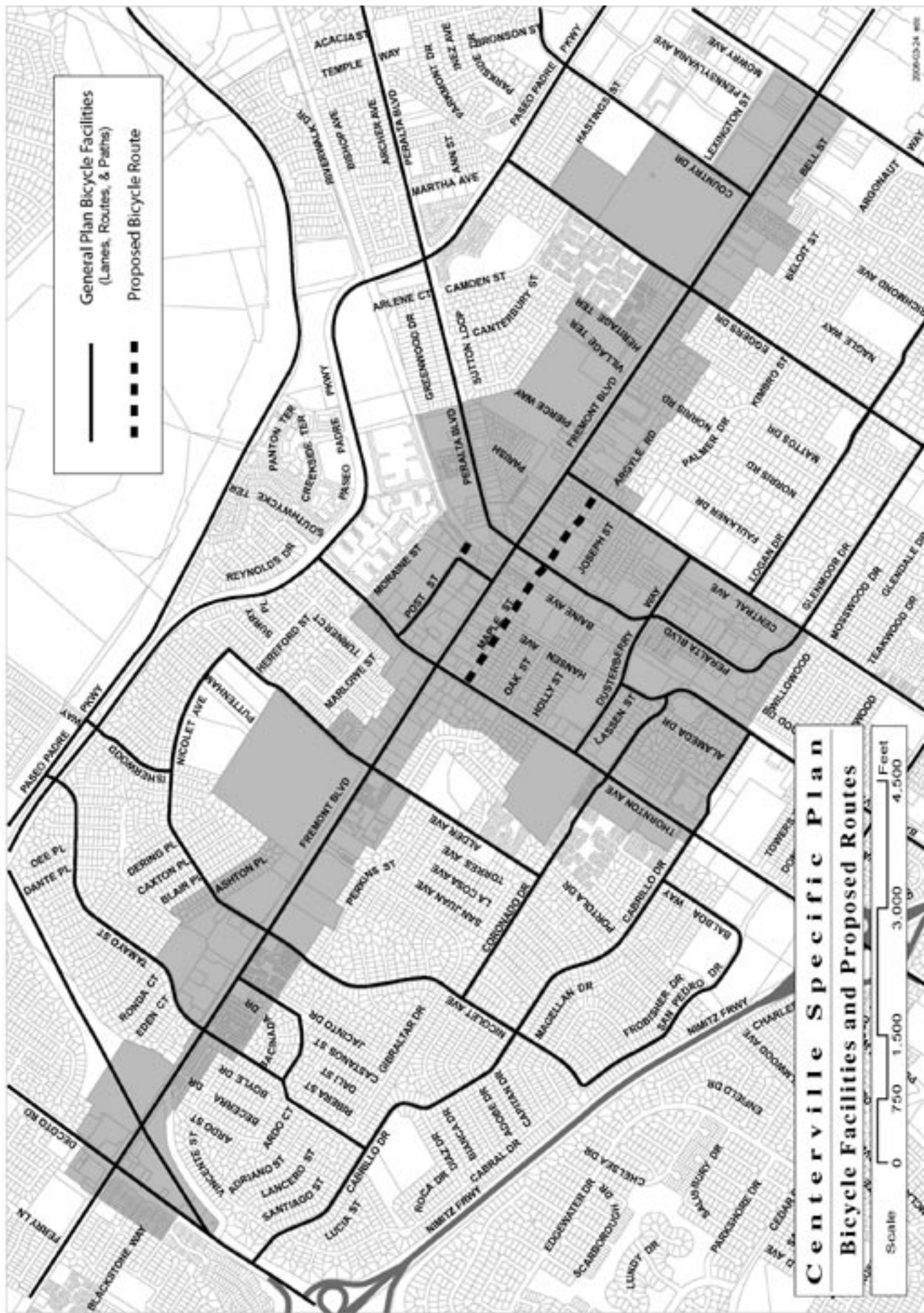
The City should also continue to pursue the station site for potential Dumbarton Bridge and Altamont rail commute services should these services be implemented.

## ***Pedestrian Facilities***

The plan includes improvement to Fremont Boulevard sidewalks and lighting to enhance the pedestrian environment in the historic retail district. The plan also proposes continuous sidewalks in the residential development in Subareas 5 and 7 to provide pedestrian linkage to the retail uses and transit opportunities in Subarea 1.

## ***Bicycle Routes***

The plan provides a safe and convenient bicycle network to promote bicycle travel for commuting to work, school, shopping and for pleasure. Figure C-10 delineates the bicycle routes in the Specific Plan area. The intent of the plan is to develop alternative routes to bypass Fremont Boulevard in Subarea 1. Peralta Boulevard provides a new connection from Central Avenue through the proposed residential area to Paseo Padre Parkway. Maple Street provides bike access to Subarea 1 and Post Street provides bike access to the proposed train station. Bike racks are to be located in the commercial area and at the train station, as required by the City's Zoning Ordinance.



Centerville Specific Plan Fig C-10 Bicycle Facilities and Proposed Routes

## Circulation and Parking Policies

### ***Subarea 1***

#### *C-1:*

*Traffic flow on Fremont Boulevard should be improved by providing a consistent 84-foot right-of-way cross section between Thornton Avenue and Bonde Way.*

#### *Implementation:*

*Right-of-way to be acquired or dedicated as projects are approved.*

#### *C-2:*

*Driveway curb cuts on Fremont Boulevard should be consolidated and reciprocal driveway easements shall be implemented where possible to reduce turning movements and improve traffic flow.*

#### *Implementation:*

*Reciprocal driveways should be negotiated as redevelopment occurs.*

#### *C-3:*

*Off-street parking should be consolidated in lots behind commercial buildings along Fremont Boulevard.*

#### *Implementation:*

*Parking should be consolidated as redevelopment occurs.*

#### *C-4:*

*Parking lot signage, landscaping, and pedestrian access should be improved to make lots more efficient and safe.*

#### *Implementation:*

*Improvements to be done as redevelopment occurs. A Parking Assessment District should be formed to consolidate parking lots.*

#### *C-5:*

*Pedestrian amenities along Fremont Boulevard between Thornton Avenue and Central Avenue should be improved to facilitate pedestrian movement and pedestrian-oriented activity.*

#### *Implementation:*

*Pedestrian improvements to be part of an Assessment District formed by the property owners in Subarea 1.*

#### *C-6:*

*Bike rack location should be carefully planned to maximize visibility of racks yet not obstruct major pathways. Location of racks in "leftover" corners invites theft and vandalism.*

#### *Implementation:*

*Review the location of bike racks at the submittal of plans to the city.*

#### *C-7:*

*The City should support the proposed Dumbarton and Altamont Commuter Trains and Sacramento to San Jose InterCity passenger trains.*

#### *C-8:*

*The intersection at Thornton Avenue and Fremont Boulevard should be improved through the addition of turning lanes.*

#### *Implementation:*

*Right-of-way to be acquired or dedicated as projects are approved.*

### ***Subareas 5 and 7***

#### *C-9:*

*Street systems should be improved by providing additional local streets to serve proposed new residential development.*

*Implementation:*

*Improvements to be done as part of development.*

***Subarea 11***

*C-10:*

*Service road on Fremont Boulevard should be vacated in Subarea 11 as commercial uses convert to residential.*

*Implementation:*

*The City should vacate service road and allow it to be included in a Planned District.*

## OPEN SPACE ELEMENT

### Open Space Objectives

- Encourage the development of additional neighborhood park space, including play-ground equipment, to serve existing and future residents.
- Encourage the development of public plaza(s) which serve as public gathering places or focus points for employees and customers in Centerville's heritage retail district.

### Open Space Plan

The Open Space Plan (Figure C-11) seeks to increase the number of park or public plaza sites in the Study Area. These facilities would serve the surrounding neighborhoods and provide public open space for visitors.

### Parks

The Open Space Plan proposes the development of one neighborhood park and the completion of an existing community park. The City should evaluate opportunities to acquire and develop park sites as funds permit. According to the General Plan, the City's standard for acquisition and development of park land is 5 acres per thousand new population.

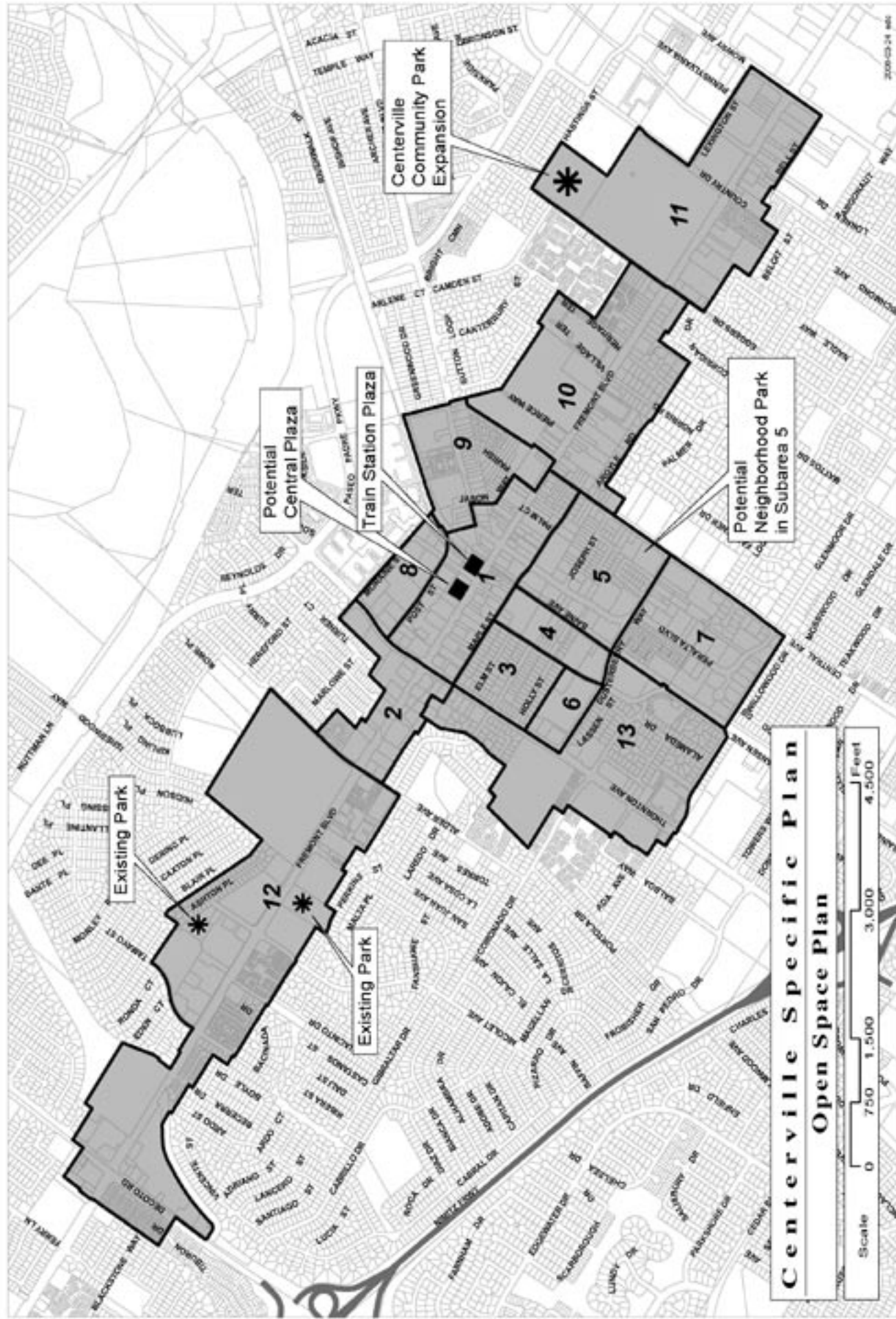
The plan recognizes the City's acquisition of 10 acres of land from the school district next to Washington High School to expand the existing Centerville Community Park.

The plan proposes the development of a neighborhood park in Subareas 5 and 7 to serve planned new housing and the immediate surrounding neighborhood. The park would be developed according to the development standards for neighborhood parks in the General Plan and Parks and Recreation Master Plan.



*View towards Old Church of Proposed Central Plaza*





Amended September 23, 1997

Centerville Specific Plan Fig C-11 Open Space Plan

In addition to the neighborhood park in Subareas 5 or 7, other privately-owned smaller parks or open space areas are encouraged as part of planned residential projects to serve the needs of the local residents.

### ***Plazas***

The Open Space Plan proposes two public plazas: Central Plaza at Bonde Way and Fremont Boulevard providing a “front yard” to the old Presbyterian Church, and the other at Peralta Court at the train station. These plazas would provide needed open space in the heart of Centerville’s heritage retail district to serve the area’s employees, customers and commuters.

The Central Plaza, located in front of the old Presbyterian Church, extends to Fremont Boulevard. It would provide a focal point for the Centerville historic retail area. It should be large enough to accommodate major outdoor gatherings. It would also provide a “public place” in Centerville for community celebrations, fairs and other events. The plaza should be the site of a major public art acquisition or fountain.

The train station plaza would provide an open space somewhat smaller than the Bonde Site. The plaza would provide the transit commuters with a public space to relax and wait for the train or bus.

## **Open Space Policies**

### ***Subareas 5 and 7***

*OP-1:*

*A neighborhood park should be located within Centerville to serve the residents of Subareas 5 and 7.*

*Implementation:*

*If an appropriate site becomes available, the City should consider the feasibility of acquiring the land for park use.*

### ***Subarea 1***

*OP-2:*

*The City should encourage two plazas in the historic retail district:*

- *Central Plaza*
- *Train Station Plaza*

## HISTORIC CONSERVATION ELEMENT

### Historic Conservation Objectives

- Historic and contributory buildings are an important link to Centerville's heritage, and should, when feasible, be conserved.
- Historic building resources should be used as catalysts to stimulate the revitalization of the historic retail district of Centerville.

### Historic Conservation Plan

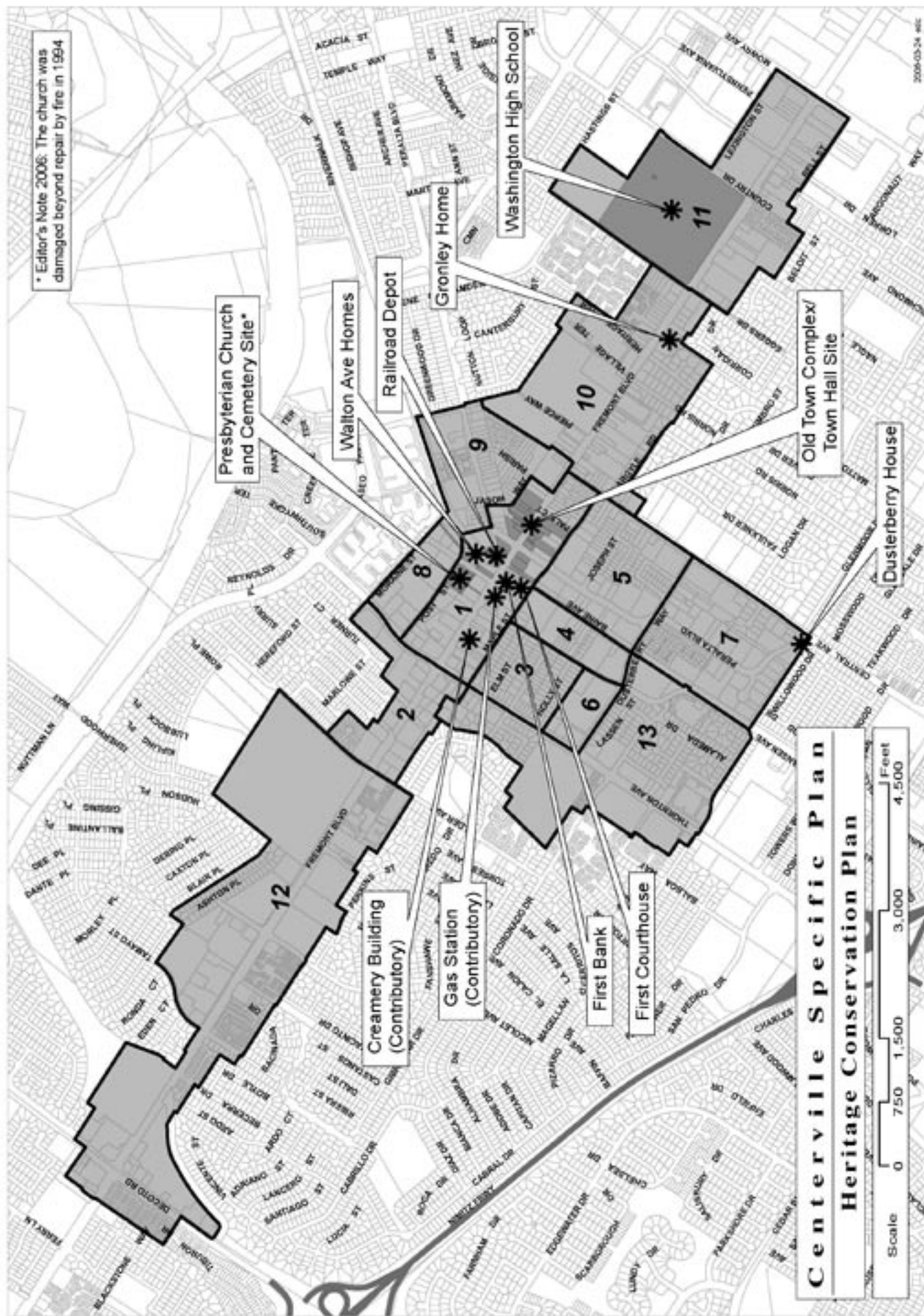
The Historic Conservation Plan defines Subarea 1 as the historic retail core of Centerville. This area contains the major concentration of commercial buildings in the Study Area and a significant number of historic and contributory structures and sites.

In the early 1800's, two major historic trails on Fremont and Peralta crossed in this core. Over time, a number of historic resource buildings have been demolished such as the Horse Railroad Depot. The loss of these historic structures diminishes the community's image and sense of the past.

Several historic buildings have survived and are landmarks in the Centerville area. An example includes the old Presbyterian Church and cemetery located on Fremont Boulevard. This building is listed as a California Historic Resource and is described on that list as an "example of New England style Gothic architecture."

Table C-5 and Figure C-12 indicate the classification and location of historic and contributory resource structures. Three structures, the Centerville Presbyterian Church (the Old Church and cemetery), Washington High School, and the Dusterberry Home, are listed on the California Inventory of Historic Resources.

Table C-5 CLASSIFICATION OF HISTORIC RESOURCES			
	CITY OF FREMONT HISTORIC RESOURCES	INVENTORY OF HISTORIC RESOURCES	CONTRIBUTORY RESOURCE STRUCTURES
Centerville Presbyterian Church and Cemetery (EN)	x	x	
Dusterberry Home	x	x	
Washington High School (N)		x	
Walton Avenue Homes	x		
Old Town Complex with Town Hall Site	x		
Cronley Home	x		
First Court House	x		
First Bank	x		
Railroad Depot Site	x		
Cloverdale Creamery			x
Gas Station (Fremont Blvd.)			x
(EN) Eligible for listing on the National Register of Historic Places			
(N) Listed on the National Register of Historic Places.			
Source: City of Fremont, General Plan 1990 and HGHB.			



Centerville Specific Plan Fig C-12 Heritage Conservation Plan

## Historic Conservation Policies

### ***Subareas 1, 7 and 13***

#### *HC-1:*

*Historic and contributory buildings, such as the Creamery building, contain a unique mixture of historic resources which should be conserved.*

#### *Implementation:*

*The City is encouraged to apply for any private or public (federal, state or local) funds for restoration and conservation of historic landmarks identified in Policy HC-1 above.*

### ***Subarea 1***

#### *HC-2:*

*The old Presbyterian Church and cemetery site and train station should be conserved as historic landmarks and focal points for Centerville's historic retail core.*

#### *HC-3:*

*The City should encourage commercial buildings in the Centerville historic retail core, especially the mercantile structures, to be conserved.*

#### *HC-4:*

*New buildings shall respect the historic character, detailing and scale in the Centerville historic retail core.*

#### *Implementation:*

*The City should encourage the application of the Community Design Guidelines for commercial development in Subarea 1.*



*The Centerville Presbyterian Church*

*Editor's Note (2006): The original brick church was destroyed by an earthquake in 1868. This photo shows the wood replacement which was damaged beyond repair by a fire in 1994.*

## INFRASTRUCTURE ELEMENT

### Infrastructure Objective

- Upgrade infrastructure to accommodate anticipated new development as well as serve existing development.

### Infrastructure Plan

Centerville has sufficient infrastructure capacity to serve planned development. The infrastructure plan consists of the following:

#### *Water System*

The redevelopment of the existing Centerville area will have little impact on the water system. The existing system is adequate for present and future conditions.

The area is in the lower pressure zone of Alameda County Water District with the reservoirs' static pressure head generally measuring in the 190- to 210-foot elevation range. The static pressure along Fremont Boulevard varies from 55 psi at Mowry Avenue to 65 psi at Decoto Road. This static pressure head, a measurement of the water level in a reservoir, limits the height of structures to approximately 35 feet at Mowry Avenue and 55 feet at Decoto Road to maintain a static pressure of 40 psi in the buildings. This is within the height range of the proposed plan.

#### *Sanitary System*

The redevelopment of the Centerville Specific Plan area was acknowledged in the Union Sanitary District Sewer Master Plan of September 1989. It indicated that the existing sewers appear to be of adequate capacity for the proposed residential development in Subareas 5 and 7. The Master Plan noted that capacity is inadequate to accommodate development of the area between Joseph Street and Maple Street, and would need improvement to correct the line capacity problem. It identified this improvement project as one of the new lines to be installed before 1995. (See Figure C-13)

#### *Storm Drainage System*

The redevelopment of the existing Centerville area will have little impact on the storm drainage system. Generally, if an area is to change from commercial to residential, a lower run-off coefficient can be expected due to the landscaping which is typical for residential properties.

#### *Solid Waste System*

The redevelopment of Subareas 5 and 7 will increase the amount of solid waste in the Centerville area. Development in this area would be subject to the City's Waste Reduction Plan.

#### *Gas, Electric and Telephone Services*

Natural gas and electric power are distributed to Centerville by the Pacific Gas and Electric Company under franchise from the City of Fremont. The existing facilities are capable of providing service to any of the alternative land uses being considered. Telephone distribution lines in Centerville are owned by Pacific Bell which is able to serve the area.

### Infrastructure Policy

#### *Subarea 5*

##### *IP-1:*

*City shall coordinate with the Union Sanitary District to improve the sewer capacity in the area between Joseph and Maple Streets.*

##### *Implementation:*

*Review project in that area for sewer capacity.*





Centerville Specific Plan Fig C-13 Infrastructure Plan





## *D. IMPLEMENTATION*

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## **CHAPTER D**

### **IMPLEMENTATION**

The City of Fremont adopted an updated General Plan in May 1991. Implementation of this General Plan requires extensive revisions to the Zoning Ordinance, particularly in the commercial districts, including elimination of the General Commercial district. During the period of Specific Plan preparation Zoning Code revisions are being drafted and reviewed by the Planning Commission and City Council. This chapter of the Specific Plan assumes these changes have been adopted by the City Council. In the event they are not adopted at the time the Specific Plan is being considered by the City Council, revisions to the Plan may be required.

## **INTRODUCTION**

This chapter describes the provisions required to implement the policies of the Centerville Specific Plan. The purpose of this section is to translate land use concepts and densities into more specific and detailed instructions and requirements for the public, city staff and developers to follow while implementing the plan. This section is divided into three parts:

- General Provisions of the Specific Plan land use designations and Zoning Districts.
- Special provisions of the Centerville Specific Plan by subarea.
- Project Review Processes, including a description of the application procedures for permitted uses, conditional uses and zoning administrator permits, and requests for rezonings.

## **GENERAL PROVISIONS**

### **Relationship to the General Plan**

The Centerville Specific Plan is intended to implement the General Plan for the Specific Plan Area.

### ***Land Use Designations***

Figure C-1: Planned Land Use diagram, illustrates the planned land use for the Centerville Specific Plan area. Several different types of land use designations are shown on the Planned Land Use diagram. These land use designations are generally the same as those described in the City's 1990 General Plan. The exception is the Residential- Centerville Specific Plan (R-CSP) designation which is unique to the Centerville Specific Plan area. The following paragraphs describe the type of development consistent with these land use designations.

### ***Residential Land Use (Low, Medium and High Density)***

Residential uses are the primary uses allowed in this area. The type of residential use depends on the permitted density and other criteria to protect neighborhood character and safety and welfare of residents. Schools, childcare centers, public and quasi-public facilities (e.g. churches) and nursing care facilities may be allowed, although conditions may be established to limit the impacts of these uses on residents. Refer to the City of Fremont General Plan for further explanation of this land use designation.

### ***Residential - Centerville Specific Plan (R-CSP)***

Whereas the Residential land use described above is similar to that in the General Plan, Residential- Centerville Specific Plan is a land use designation unique to the Centerville Specific Plan area. It reflects the recommendation of the Centerville Study Group that some land be converted from commercial to residential use in the long term but that uses

conforming with the existing 1991 zoning be allowed to remain and develop or expand.

Existing commercial property may build new structures to the maximum allowable under existing commercial zoning.

The designation Residential- Centerville Specific Plan applies to those areas in Subareas 4, 5, 7 and 11 which are shown as residential on the Centerville Specific Plan land use diagram, and are zoned either C-C or C-T (Figure D-1: Specific Plan Zoning). Allowable uses in these areas continue to be those principle permitted uses and accessory uses described in the C-C or C-T commercial district sections of the Zoning Code. In order to develop a residential use in these areas, the applicant must seek a rezoning to a Planned District. The location of these commercial-residential transition areas are shown in Figure D-2: Commercial Residential Transition Areas.

### ***Commercial Land Use (Community Commercial, Neighborhood Commercial, Office Commercial and Thoroughfare Commercial)***

A brief description of the land uses follows. Refer to the City of Fremont General Plan for additional information regarding the intent of the designation, allowed uses, and intensity and height restrictions.

- ***Community Commercial Center*** - This land use designation allows a range of office, service, retail, and commercial/residential mixed uses. Eating and drinking establishments are generally allowed, as are wholesale uses when incidental to a retail sales business.
- ***Neighborhood Commercial*** - Neighborhood serving retail uses, services, restaurants and offices are allowed.
- ***Office Commercial*** - All office uses are allowed, including regionally-oriented office uses in areas with sufficient auto access.
- ***Office Commercial - Centerville Specific Plan (CO-CSP)*** - This designation is unique to the Centerville Specific Plan area and reflects the recom-

mendation of the Centerville Study Group that residential development be allowed with a conditional use permit on land designated Office Commercial in Subarea 11.

- ***Thoroughfare Commercial*** - The thoroughfare commercial designation shall apply to uses which primarily serve the travelling public and/or are inappropriate for other commercial centers.
- ***Institutional Open Space*** - Institutional open space is publicly-held land permanently committed to open space uses including parks, agriculture, recreation, and natural open space.
- ***Public Facility*** - The "public" designation generally applies to parcels of land owned by a public entity or by utilities which provide required public services such as water. It is used when the public use of a site is different from its surrounding land use.

### **Relationship to Zoning and Subdivision Ordinance**

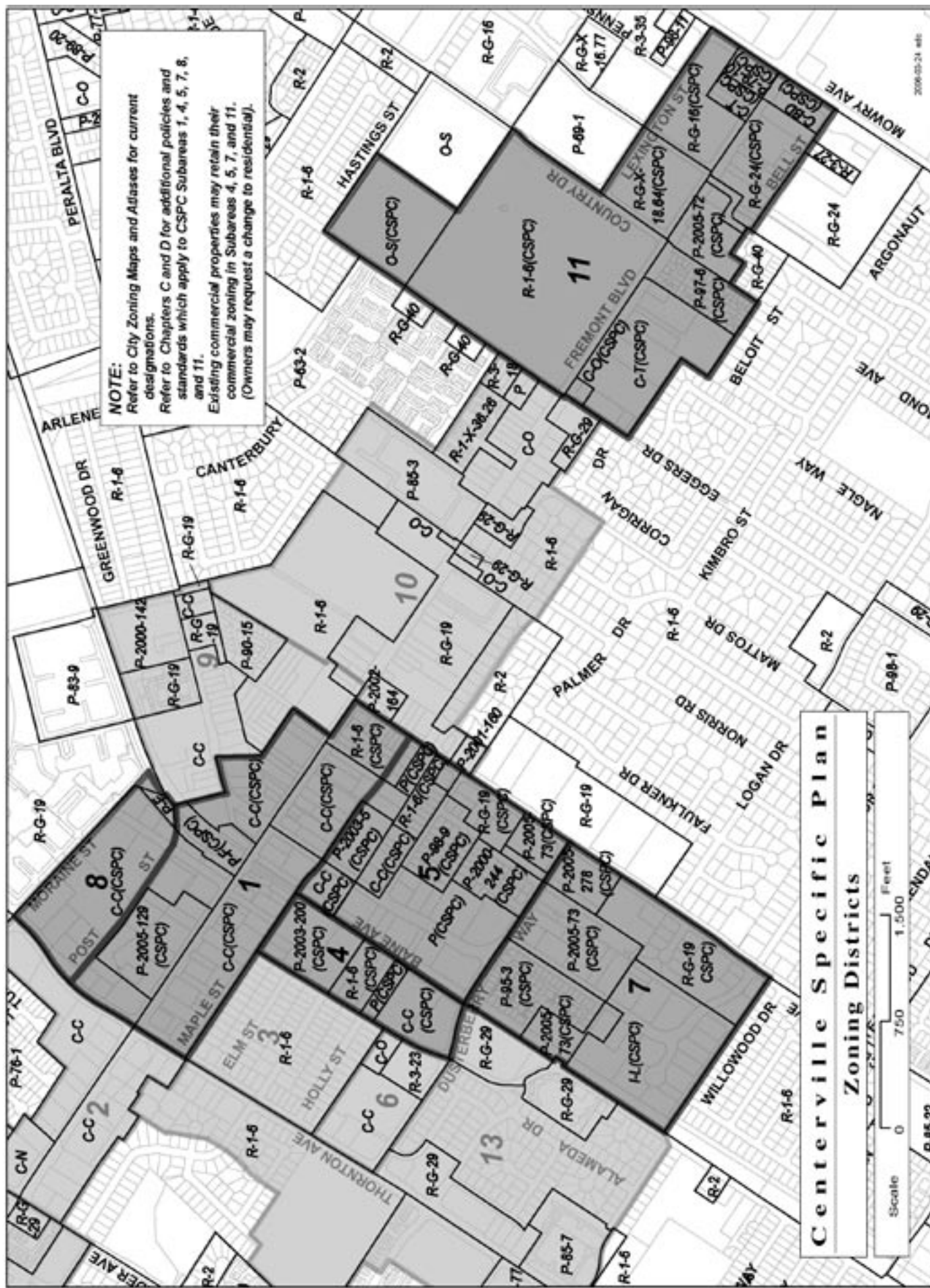
The Centerville Specific Plan is designed to supersede selected provisions of the existing zoning code. For certain zoning issues, the Specific Plan contains requirements which supersede certain zoning code provisions for all subareas of the Specific Plan area. In other cases, the Specific Plan provisions apply only to certain subareas of the Plan, while Zoning Code provisions apply in all other parts of the Centerville Specific Plan area.

<b>Table D-1 Specific Plan and Zoning Consistency</b>		
<b>Residential</b>		
Specific Plan Land Use Designations		
<b>Residential Density</b>	<b>Range</b>	<b>Zoning District</b>
5.0 - 7.0	7	R-1-6
6.5 - 10.0	8	R-1-6, R-2
11.0 - 15.0	9	R-G-40
15.0 - 18.0	10	R-G-29
18.0 - 23.0	11	R-G-24
23.0 - 27.0	12	R-G-19
27.0 - 35.0	13	R-G-16
<b>Residential - Centerville Specific Plan</b>		
Varies	Varies	C-C, C-T, C-O, P in addition to residential zoning districts
<b>Commercial</b>		
Specific Plan Land Use Designation		<b>Zoning District</b>
Community	(C)	C-C
Neighborhood	(N)	C-N
Office	(O)	C-O*
Thoroughfare	(T)	C-T
<b>Other</b>		
Specific Plan Land Use Designation		<b>Zoning District</b>
Institutional Open Space	n/a	O-S
Public Facility	n/a	P-F
*In Subarea 11, C-O (Office Commercial) is also consistent with residential zoning.		

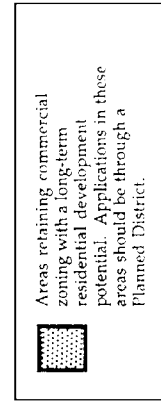
## ***Zoning Districts***

Table D-1 shows the correspondence between Specific Plan land use designations and the zoning district(s) deemed to be consistent with that designation. Figure D-1 (next page) shows the location of zoning districts in the Specific Plan area. Refer to the City of Fremont Planning and Zoning Code for more information regarding uses and development standards in individual districts.

For uses, standards, regulations, or procedures not expressly superseded by the provisions of this plan, the provisions of the zoning code, as amended, and all other City regulatory ordinances remain in effect.



Centerville Specific Plan Figure D-1 Zoning Districts



Editor's Note 2006: This area rezoned to P-2005-72 on Dec 21, 2004

Editor's Note 2006: This area rezoned to P-2003-200 on June 24, 2003

Editor's Note 2006: Portion of this area rezoned to R-3-23 on July 27, 2005

Figure: D-2

## AREAS OF TRANSITION FROM COMMERCIAL TO RESIDENTIAL USE

Source: City of Fremont

**CENTERVILLE SPECIFIC PLAN**

HGHB Architecture · Planning · Urban Design

Amended September 23, 1997

*Centerville Specific Plan*  
*Figure D-2 Areas of Transition from Commercial to Residential Use*

## SUBAREA SPECIFIC REGULATIONS

The following paragraphs describe the intent of the Specific Plan in subareas and regulations that are specific to individual subareas.

### Subarea 1: Centerville Commercial Core

In general, development in this subarea is guided by the Concept Plan (Figure C-2) and policies in the Land Use chapter. Certain provisions of the Fremont Planning and Zoning Code are superseded in this subarea, by the following:

- Residential development above the first floor may be permitted, subject to the Planned District requirements (excluding Section 8-21811(l)(1)(c)).
- Direct access from Fremont Boulevard to drive-through restaurant windows and other drive-through services may be allowed, subject to approval by the Planning Commission of a conditional use permit. Commission consideration would include design review to ensure the drive-through service does not detract from pedestrian use.
- On property with Fremont Boulevard frontage, auto sales and auto repair, services and parking except major auto repair and car washes are conditional uses to be reviewed by the Planning Commission
- See Section E of the Specific Plan for design guidelines regarding building orientation, building form, scale and materials, relationship to heritage structures and signage.
- The Public Facility designation in this subarea is limited to a passenger train station use. Permitted uses shall be limited to transit-related activities such as passenger seating and waiting areas, parking areas, public restrooms, and ticket sales. Passenger concessions and

other uses may be allowed through a conditional use permit.

- Landscaping screening is required to provide visual screening of vehicles from Maple Street. See the Planning and Zoning Code for Landscaping Screening (Section 8-22009). Final decision on landscaping shall be made by the Development Organization (see page 54).
- Landscaping requirements in parking areas are increased to require one five gallon or larger tree for every 5 parking spaces not on the perimeter of the parking lot. See the City of Fremont Planning and Zoning Code for perimeter landscaping requirements (Section 8-22009 (e) 4b).

### Subarea 2: Fremont Boulevard between Alder Avenue and Thornton Avenue

The Specific Plan seeks to maintain the existing commercial environment. Development shall be subject to the appropriate provisions of the City of Fremont Planning and Zoning Code.

### Subarea 3: Single Family Residential Neighborhood: Maple, Oak, Holly and Elm Streets

The Specific Plan seeks to maintain and enhance this single family neighborhood. New development in this subarea is subject to the appropriate provisions of the City of Fremont Planning and Zoning Code.

### Subarea 4: Extension of Residential Neighborhood

This area currently consists of commercial uses (including a self-service car wash, and auto repair), vacant parcels, residential uses and a school and church. Although the commercial uses may remain indefinitely, the long term intent of the Plan is low density residential development to extend and reinforce the neighborhood to the north (the Maple, Oak, Holly, Elm neighborhood) in Subarea 3. Certain provisions



of the Fremont Planning and Zoning Code are superseded in this subarea, by the following:

- Where the existing use and zoning is residential, applications for residential development shall be subject to the appropriate provisions of the Planning and Zoning Code.
- Where the existing use and zoning is commercial, applications for commercial development shall be subject to the Community Commercial district provisions of the Planning and Zoning Code.
- All applications for a change of use from commercial to residential in this subarea shall be through a Planned District.
- Allowed uses in the C-C (Community Commercial) zone include those in Article 11 of the Zoning Ordinance. In addition, uses existing as of September 14, 1993 may continue, rebuild or expand as legal conforming uses in the same location.

### **Subarea 5: Residential Area Between Maple Street and Dusterberry Way**

This area is the location of several auto dealers, auto-related businesses and other small retail, service and office uses. The Specific Plan intends the use of this area to include commercial uses along Maple Street, medium density residential, and light industrial uses. The following Specific Plan regulations seek to create a residential area with a more urban feel than surrounding single family neighborhoods, reflecting its proximity to a retail commercial area, and railroad station. Implementation measures and design seek to encourage pedestrian activity and protect residents from any impacts of nearby commercial uses which may remain in this area in the short term.

Certain provisions of the Fremont Planning and Zoning Code are superseded, in this subarea, by the following:

- Residential development shall be subject to the following regulations:

***Change from Commercial to Residential*** - All applications for a change of use from commercial to residential in the Residential-CSP designation shall be through a Planned District.

***Density*** - Development above Step 1 or Step 2 may be conditionally allowed at the discretion of the City Council if the project includes appropriate amenities or extraordinary benefits to the City (see General Plan Land Use Chapter policies LU 1.3 and LU 1.4 for density step dwelling units per acre). Within this subarea, "amenities" or extraordinary benefits to the City include:

- Development of ownership units.
- Exceptional exterior design of units.
- Provision of on-site open space exceeding standards, and accumulation of such open space into larger open space areas.
- Provision of off-site public or quasi-public open space that implements the objectives of this Plan.

***Parcelization*** - Each group of parcels assembled for development in this subarea shall create no remnant parcels. Remnant parcels are parcels smaller than the minimum lot size and not adjacent to a public road. Achieving efficient parcelization involves the following steps:

- As part of the submittal, the developer shall be required to submit a conceptual parcelization and access plan for the entire block in sufficient detail to determine whether the proposed plan will allow eventual development and acceptable access for the remaining property on the block.
- If the proposed parcelization creates remnant parcels, the developer shall be required to either acquire the additional parcels or affect lot line adjustments by other methods necessary to create an efficient parcelization plan for the block. Under no circumstances may a parcel be created which cannot be developed under the standards herein.
- Once a block parcelization plan for efficient future parcelization has been approved by the Community Development Director, the

developer will be allowed to proceed with the application review process.

- This process will be repeated with each successive developer on the block so that no remnant parcels will occur as the block develops. Figure D-3 (next page) illustrates the suggested block parcelization in this subarea.

**Site Planning** - Site planning and building orientation shall contribute to the creation of a neighborhood organized around public streets. Block dimensions should be 200 to 300 feet in length in order to create a pedestrian scale appropriate to a residential neighborhood.

**Building Siting** - Residential buildings and units shall front on a public or private street with the main point of pedestrian access from the street. If front door access is not provided to the street, pedestrian access to a side door shall be provided.

**Setbacks for Residential Development**

- Front - Buildings shall be set back no less than 10 feet and no more than 20 feet from the sidewalk. A variety of setbacks and/or offsets within a block is encouraged to add variety and scale to the street wall. Stairs or porches may encroach up to 5 feet into the minimum required front yard.
- Side - Sideyards are not required. However, breaks between buildings are required to mitigate building mass. Open space or driveways can be used to separate buildings. If used, side yards shall be a minimum of 5 feet in width. Building separation shall be 10 feet.
- Rear Yard - One-story residential buildings shall be set back at least 10 feet from the rear property line; two-story buildings shall be set back at least 15 feet from the rear property line, except two-story buildings consisting of a garage with a secondary unit above may be set back 10 feet from the rear property line. Carports and garages not exceeding 12 feet in height may be built to the rear property line except where an alley abuts the rear property

line, in which case a 2-foot setback is required.

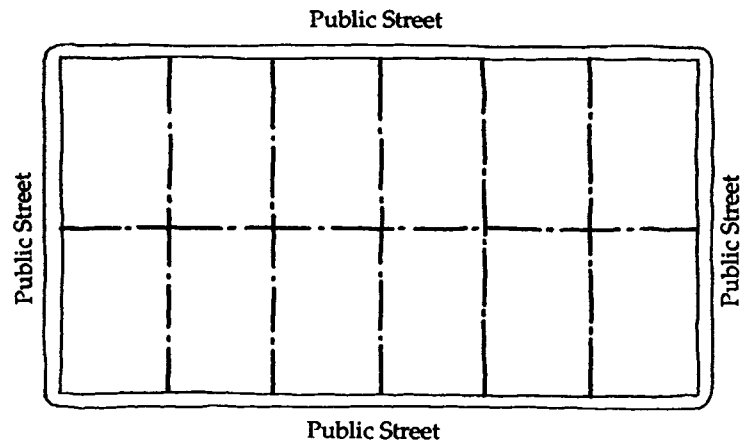
**Height/Stories** - No principal structure shall exceed 30 feet in height above grade. Accessory structures shall not exceed 12 feet, except for the "carriage house" (residential unit above garage) that may not exceed 30 feet.

**Treatment of Front Yard and Planting Strip** - Street trees shall be provided by the developer. Depending on species, these should be provided in the amount of one every 20 to 30 foot of street frontage. The goal is to provide a continuous canopy of trees over the sidewalk and street. Tree species will be specified by the City's Landscape Architect.

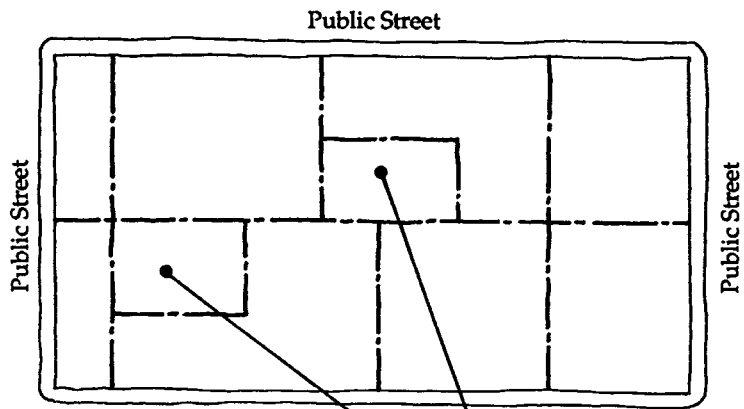
**Parking** - Where the project fronts on a public street with parking on both sides of the street, up to one half space per unit of the required parking for those units facing and directly accessed from the street may be provided on the public street in front of the unit. On-site parking and garage doors for multiple dwelling and townhouse developments shall be located to minimize visibility from the street and should generally be located or accessed at the rear of buildings or below grade.

**Driveways** - Access to parking shall be from a limited number of driveways and private streets. In order to minimize curb cuts and the disruption of the pedestrian environment, a driveways shall generally be located no closer than 150 feet from another driveway on the same side of the street. Agreements for joint use of driveways by neighboring developments is encouraged. Driveways shall be a minimum of 16 feet, including 12 feet of paving and 2 feet of landscaping on each side. Required driveway width will vary according to the number of units to be served, and shall be subject to the approval of the City Engineer.

**Provision of Public and Private Open Space** - Fifty percent of the site shall be developed as open space. The concentration of open space into



RECOMMENDED



NOT ALLOWED  
Do *not* leave Remnant Parcels  
without Public Street Access.

Figure D-3 Parcelization

usable spaces is encouraged. The required open space may be provided as private front and rear yards or patios, planting pockets, plazas, pedestrian ways, landscaped greens, recreational facilities on roofs of parking structures, and private roof decks.

- Commercial development shall be subject to the appropriate provisions of the Fremont Municipal Code.

### **Subarea 6: Commercial Area at Thornton Avenue and Dusterberry Way**

Currently, this subarea includes the City's main Post office, as well as some strip commercial uses on Thornton Avenue. The development of a multifamily residential project is anticipated on a vacant parcel adjacent to the Post Office. Residential and commercial development shall be subject to the appropriate provisions of the City of Fremont Zoning Code.

### **Subarea 7: Residential Area Between Dusterberry Way and Glenmoor Drive**

Existing uses and functions in this subarea are similar to those in Subarea 5. As in Subarea 5, long term development is residential and in addition, an area at the west end of Peralta Boulevard is designated light industrial. Certain provisions of the Fremont Planning and Zoning Code are superseded, in this subarea, by the following:

Uses allowed in the area designated I-L, Light Industrial, in Subarea 7, shall be those uses described in Article 14.1, Light Industrial District, in Title VIII, Chapter 2, of the Fremont Municipal Code, except that:

- Manufacturing uses described in Sec. 8-21411(a) and electric, gas, and sanitary services as described in Sec. 8-21414(d) shall be prohibited; and
- Notwithstanding the regulations contained in Article 14.1, of Title VIII, Chapter 2, of the Fremont Municipal Code, all legal conforming uses, existing as of September 23, 1997 in the

area designated I-L in Subarea 7 shall retain legal conforming status while occupying those sites.

### **Subarea 8: Commercial Area at Thornton Avenue, Post Street, Bonde Way and Moraine Street**

The largest use in this subarea is Dale Hardware. This subarea is dominated by two types of land use: home improvement outlets and small, specialized auto repair and service. This area is likely to remain more auto oriented than Fremont Boulevard. Commercial development shall be subject to the appropriate provisions of the City of Fremont Planning and Zoning Code, except that:

- Allowed uses in the C-C (Community Commercial) zone include those in Article 11 of the Zoning Ordinance. In addition, uses existing as of September 14, 1993 may continue, rebuild or expand as legal conforming uses, in the same location.

### **Subarea 9: Commercial and Residential Area on Peralta Boulevard, East of Fremont Boulevard**

This subarea is a mix of commercial buildings, residences converted to commercial use, single family homes and vacant parcels. Residential development is planned for the vacant parcel at Sequoia Avenue. Commercial and residential development shall be subject to the appropriate provisions of the Fremont Planning and Zoning Code.

### **Subarea 10: Fremont Boulevard between Central Avenue and Eggers Drive**

This section of Fremont Boulevard includes higher density residential uses, single family homes converted to offices, office uses, and Centerville Junior High School. No major land use changes are anticipated as a result of the Specific Plan. Commercial and residential development shall be subject to the appropriate provisions of the Fremont Planning and Zoning Code.

### **Subarea 11: Fremont Boulevard Between Eggers Drive and Mowry Avenue**

This subarea includes Washington High School, higher density residential development and auto-oriented commercial development including three auto dealers. The Specific Plan shows the auto dealer sites as Residential - Centerville Specific Plan which would allow residential development at various densities on these sites (see Figure C-1, Planned Land Uses, for allowed densities). Applicants for residential development shall seek rezoning to a Planned District. The remaining commercial uses in the center of this block would be remain designated Thoroughfare Commercial. No major changes in the character of development in this subarea is sought, therefore, commercial and residential development shall be subject to the appropriate provisions of the City of Fremont Planning and Zoning Code, except:

- Residential development at a density of 15 to 18 units per acre may be permitted in the area zoned C-O subject to a conditional use permit reviewed by Planning Commission.

### **Subarea 12: Fremont Boulevard From Just North of Decoto Road to Alder Avenue**

The Specific Plan changes the designation of the commercial land at Decoto Road from thoroughfare commercial to neighborhood commercial. Much of the land in the southwest quadrant of the intersection is owned by the City of Fremont and may ultimately be used for a Decoto Road bypass. The general area is shown as "Transportation Corridor" on the Specific Plan land use diagram. Commercial development shall be subject to the appropriate provisions of the Fremont Planning and Zoning Code.

### **Subarea 13: Thornton Avenue Between Maple Street and Cabrillo Drive; Cabrillo Drive to Railroad Tracks**

This subarea includes much of the Thornton Avenue frontage, and includes residential and auto-oriented commercial development and Thornton Junior High School. Commercial and residential development shall be subject to the appropriate provisions of the Fremont Planning and Zoning Code.

## **REGULATIONS APPLICABLE TO MULTIPLE SUBAREAS**

- ***Circulation and Parking*** - Street Right-of-way requirements are detailed in Table C-2 Hierarchy of Street Right of Way requirements, Table C-3 Street Classifications, Figure C-6 Fremont Boulevard Right-of-Way, and Exhibit D Plan Lines for Roadway Improvements on Fremont Boulevard. Right-of-way shall be acquired or dedicated as projects are approved.

## **PROJECT REVIEW PROCESS FOR CENTERVILLE SPECIFIC PLAN AREA**

Most projects in the Centerville Specific Plan area are subject to review by the Development organization, Historical Architectural Review Board, Planning Commission, Recreation Commission and/or City Council. The nature of the project will determine the appropriate reviewing agency or agencies. The Centerville Specific Plan policies and guidelines will be used in addition to standards in the Zoning ordinance and Parks and Recreation Master Plan in evaluating projects in the Centerville Specific Plan area.

### **Development Organization**

The Development Organization is the City's Site Plan and Architectural Approval agency and is composed of staff from Community Development, Public Works, Fire and Police departments. The Development organization reviews all new commercial and multifamily residential construction and all exterior modifications to commercial buildings, including signs.

### **Historical Architectural Review Board**

The Historical Architectural Review Board (HARB) reviews proposals for exterior changes to City of Fremont Primary Historic Resources, and proposals for the development of historical resource sites, as described in the General Plan.

The buildings and sites in Centerville determined to be Primary Historic Resources are listed in Table C-5, Classification of Historic Resources. Any development on these sites and changes to the exterior of these buildings would be subject to review by HARB. See Article 19.1 of the Zoning Code for more information regarding HARB review.

### **Recreation Commission**

The Recreation Commission reviews sites under consideration for acquisition as park land according to the "Criteria for Selection of Park Sites" included in the General Plan and the Parks and Recreation Master Plan. The Commission also reviews the proposed design of new recreational facilities.

See Article 4 of the Municipal Code for more information concerning Recreation Commission review.

### **Zoning Administrator**

The Zoning Administrator hears applications for Zoning Administrator permits. The purpose of Zoning Administrator permits is to allow a proper integration in to the community of uses which are essentially the same as permitted uses within a zoning district, but which require a minimum degree of review. In addition, in select locations, control of the design of structures and site layout is necessary.

### **Planning Commission/City Council**

Projects required to be reviewed by the Planning Commission and/or City Council, such as Conditional Use Permits and Planned Districts, will be assessed for conformance with the Specific Plan by staff prior to consideration by the Planning Commission and City Council.

### **City of Fremont, Revenue Division**

All persons conducting a business in the City of Fremont are required to pay the City Business Tax (license). The application is reviewed by the Community Development Department to determine if the business use is consistent with land use regulations and if it meets parking requirements.

### **Environmental Review**

The environmental impacts of the Centerville Specific Plan were reviewed and evaluated in an Environmental Impact Report on the project (EIA-91-72). According to CEQA (Guidelines Sec. 15182), where a public agency has prepared an EIR on a Specific Plan, no EIR or negative declaration need be prepared for a residential project consistent with the Specific Plan. Residential projects covered by this section include land subdivisions, zoning changes, and residential Planned Districts.

Other projects (commercial, public, etc.) may require further environmental review. If they are substantially consistent with the Specific Plan, the preparation of an Initial Study may indicate that the Plan EIR may be used to cover the project, or a negative declaration should be prepared. See

Part G. of this Specific Plan for more information regarding the relationship of the Specific Plan to CEQA.

The Specific Plan fee is payable at the time of building permit issuance.

## **SPECIFIC PLAN FEES**

### **Development Fees**

State law (Planning, Zoning and Development Law, Article 8) allows the City to impose a fee to defray the cost of preparing a Specific Plan. The fees shall be established so that, in the aggregate, they defray but do not exceed, the cost of preparation, adoption, and administration of the Specific Plan and associated EIR.

The total rounded cost of Specific Plan production is \$485,000. This sum was spent over four years and included preparation of an economic revitalization plan, several community meetings, staffing of the Centerville Study Group, and preparation of the Specific Plan document and Environmental Impact Report. It does not include the cost of continued administration of the Centerville Specific Plan.

Although the Specific Plan area encompasses over 680 acres, work on the Plan was concentrated in three areas: subareas 1, 5 and 7. These three areas account for approximately 130 acres. It is assumed 80 percent of the Specific Plan effort was spent on these subareas. Therefore, Specific Plan fees are derived from the following:

Total Specific Plan cost	\$485,000
Total area	684 acres
Acreage in Subareas 1, 5, & 7	130 acres
Percent of cost of Specific Plan spent in Subareas 1, 5, & 7	80 percent
Specific Plan fee in Subareas 1, 5, & 7	\$2,985 per acre of site
Specific Plan fee in other Subareas	\$175 per acre of site

The Specific Plan fee is applicable to all new construction in the Specific Plan area except additions to and replacement of existing single family homes and minor additions (less than 25 percent of existing gross building area) to existing commercial uses. The fee is based on total lot area.





## *E. COMMUNITY DESIGN GUIDELINES*

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## CHAPTER E

# COMMUNITY DESIGN GUIDELINES

### INTRODUCTION

The purpose of the community design guidelines is to describe Centerville's *Main Street* historic pattern of development including building orientation, form and scale, materials, colors, and signage design and to ensure that the desired community design policies of the Specific Plan are carried out. The guidelines cover development in Subarea 1, commercial and residential development in Subareas 5 and 7, streetscapes for Fremont Boulevard, and gateways of the Specific Plan area.

The community design guidelines do not mandate a particular style of building or architecture. Rather, the guidelines address issues of neighborhood compatibility, housing prototypes and aesthetics. The guidelines seek to assure that new development preserves or improves the positive character of the existing neighborhood and that negative impacts are avoided. Careful building, siting and landscape design are requirements intended to contribute to the visual character of the area and the overall image of Centerville and the City.

#### ***Steps for Application of the Guidelines***

1. Consult the Design Guideline Section that most closely resembles the proposed project.
2. Incorporate all applicable guidelines into the design and review of this project.

When a single project includes more than one specific development type, each different part of the project should conform to the guidelines for that type.

#### ***Meaning of "Should," "Encouraged," and "Discouraged"***

Guidelines that employ the word "should" imply that the guideline is to be followed, but that an alternative measure may be considered if it meets or exceeds the objective of the guideline.

Guidelines using the words "encouraged" or "discouraged" are meant to guide the architect/owner as to qualities that are desirable, though not necessarily mandatory.

### COMMERCIAL DEVELOPMENT: SUBAREA 1

#### **Concept**

The design theme for Subarea 1 is to recreate its *Main Street* character. Unlike a typical shopping center, surrounded by a sea of parking with businesses focusing inward, the Centerville commercial development concept is the opposite with retail activities focused on the sidewalk encouraging pedestrian-oriented use such as shop fronts, cafes, etc., with off-street parking screened from view. The Preferred Plan of the Centerville Study Group encourages on-street retail along Fremont Boulevard with parking located behind the buildings in consolidated parking lots.

The community design guidelines that follow were developed to implement this vision of a *Main Street* character in Subarea 1.

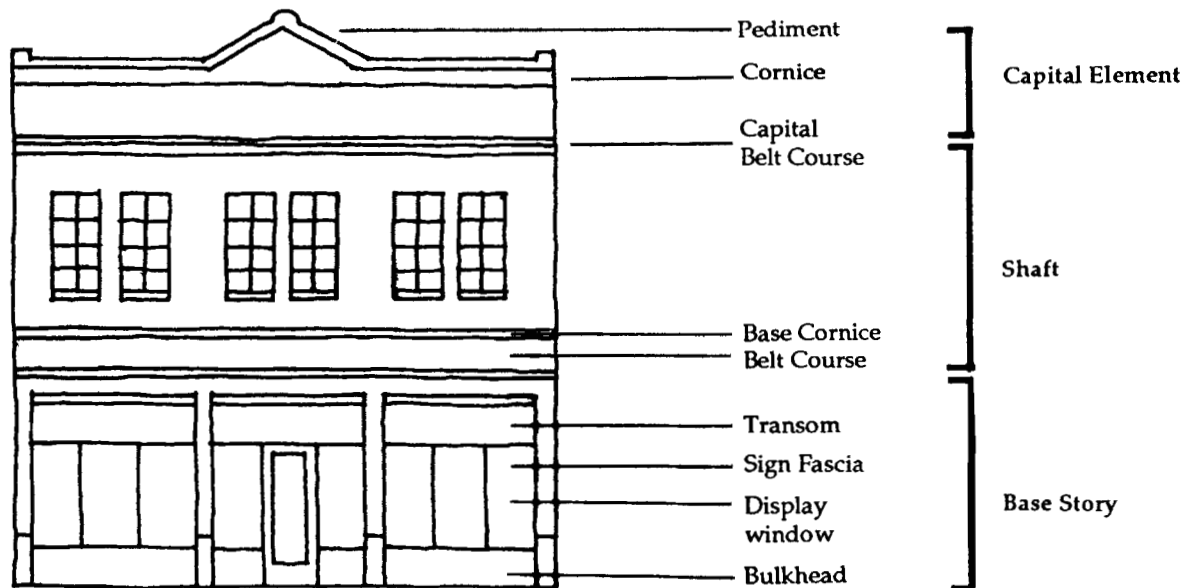


Diagram E-1: Tri-Partite Organizational Concept

## Main Street Heritage

Since the 1850's the intersection of Fremont and Peralta Boulevards has been the center of Centerville's commercial activities. Many commercial buildings still are in use from the town's early days. The typical commercial building featured retail on the ground floor with office or housing above. The theme for architectural guidelines makes references to features of existing historic commercial buildings and seeks to recreate a *Main Street* character. Characteristics of the referenced historic buildings include:

- Building facades or storefronts that feature a traditional tri-partite organization composed of base, mid-section or shaft and capital, or upper story treatment such as a distinctive roof, cornice or pediment. Belt courses should define each of the tri-partite elements.
- Ground level facade of on-street retail should have bulkhead, display window, transom and individual shop entries.
- Awnings should be used to provide weather protection and add to the pedestrian scale.
- Building materials that signifying permanence and tradition should be used, such as stone, masonry, tile, terra cotta, or ornamental plaster.
- Upper level offices or residences should incorporate features, such as bay windows, loggias or balconies to add scale.
- Upper story windows should have casings, lintels, sills, multi-lite fenestration.
- Building tops should feature a distinctive roof element, cornice and/or a pediment.
- Visible roof materials should be slate, tile, copper or metal roof system. Wood shingle and composition roof materials should be prohibited.

## Design Guidelines

### 1.0 Relationship to Heritage Structures

- 1.1 The heritage structures of Centerville should be conserved and/or rehabilitated where feasible. Historic Resources and contributory buildings are listed in Table C-5 and Figure C-12.
- 1.2 New development adjacent to heritage structures should respect their historic character, detailing, and scale. New structures shall be carefully designed to relate to adjacent heritage structures without necessarily mimicking them.
- 1.3 Where new buildings are built immediately adjacent to or between existing buildings, the design of the new buildings should respond to the existing buildings through the use of architectural devices providing a transitional treatment between the old and the new. Such devices may include matching cornice lines, continuing a colonnade, using application of similar materials, and similar building proportions.
- 1.4 The scale of new buildings should be compatible with adjacent buildings. Special care should be taken to achieve compatibility of larger buildings next to small scale buildings. Techniques to achieve compatibility should include: building articulation that adds scale; creation of shadow patterns; consistency of fenestration; horizontal banding; and consistency of vertical rhythm.

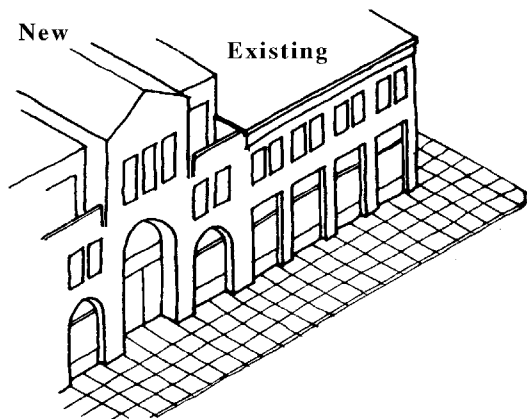


Diagram E-2 Compatibility of New Buildings with Existing Buildings

- 1.5 “Franchise architecture” is strongly discouraged. Buildings should be designed to fit into the *Main Street* character.

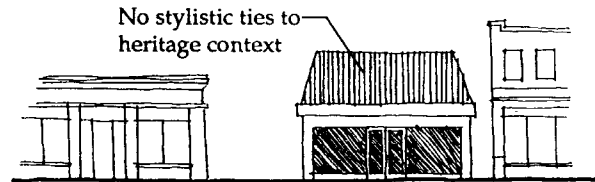
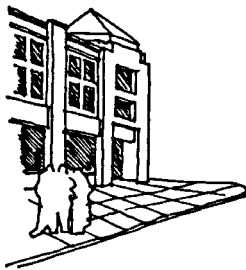


Diagram E-3: Avoid "franchise" architecture

## 2.0 Building Orientation

- 2.1 Ground floor retail uses should be oriented to towards the street, with each business having its own separate entrance. Buildings should be built to the front property line in order to define and enliven the street.
- 2.2 Building facades should be articulated to provide visual interest to pedestrians. In no case shall the street facade of a building consist of a blank wall.
- 2.3 The street level facade should be a continuous storefront, interrupted only by structural bays or pedestrian spaces.
- 2.4 Recesses in the build-to line at the ground floor are allowed for building entries, seating, and spaces for outdoor dining. Outdoor seating and patios along the street, especially at bus stops, activate the pedestrian character of the street.
- 2.5 Bike racks should be placed parallel to building facades, and located adjacent to street trees and/or light fixtures so as not to impede pedestrian circulation

**Desirable**



**Undesirable**

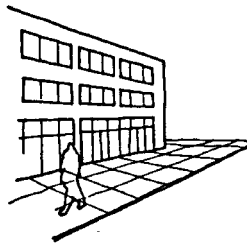


Diagram E-4: Desirable/Undesirable Build-to Lines

**Shelter under  
storefront awning**

**Bench integrated  
into facade  
bulkhead**

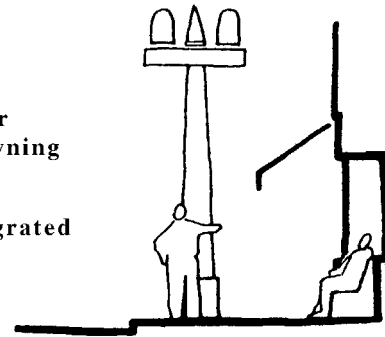


Diagram E-5: Bus Shelter and seating considered as integral design of storefront and awning treatment

### 3.0 Building Form, Scale, and Materials

- 3.1 Monotony of building design as well as over-design should be avoided. Variation in wall plane, roof line, detailing and materials may be used to prevent a monotonous appearance in buildings. Roof and wall plane variations, including building projections, bay windows, and balconies, are recommended to reduce scale and bulk. For buildings with a long frontage, use strong vertical divisions and changes in height to create a scale similar to existing street frontages of small narrow shops.

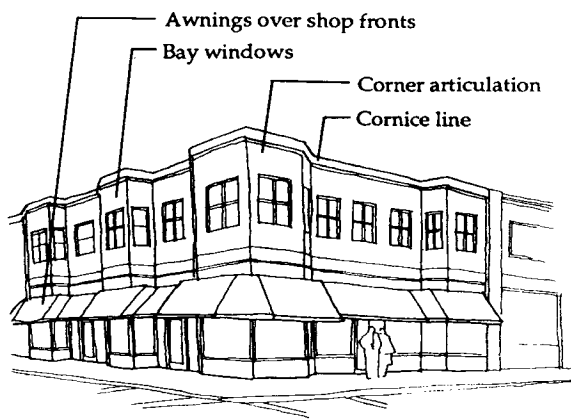


Diagram E-6: Continuity and compatibility with surroundings

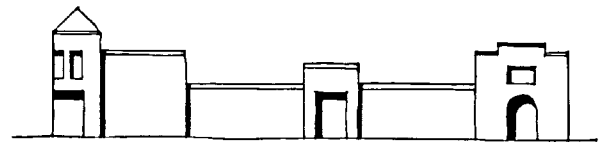


Diagram E-7: Corners and Entrances Emphasized



Diagram E-8: Facade Modulation

- 3.2 The exterior building design, including roof style, materials, architectural form and detailing, should be consistent among all buildings in a complex and on all elevations of each building to achieve design balance, harmony and continuity within itself and with its surroundings.
- 3.3 All sides of a building visible to the public from the street or parking areas should be finished comparable to the front elevation.
- 3.4 Corner buildings should include design features such as facade modulation, towers or other elements to accentuate the street corner.

## Signage

Signs are used to communicate the availability of goods and services.

### 4.0 Design, Size and Location

- All signs should be simple and easy to read.
- Sign style, size, height, colors, location, and material should be consistent with building design and historic theme.
- The size of a sign should be determined by how it is viewed.
- The use of historic signs or reproductions of such signs, i.e., gold leaf, dimensional letters, etc., is encouraged.
- Street-oriented retail signage will be permitted only in the following locations:
  - On the fascia band above the store window.
  - On the vertical awning valence or fascia of any sunscreen or awning.
  - On the window or in the window of the store.
  - No greater than one-third the width of the storefront.
  - Retail signage will be allowed in only two of the three locations shown above on any one store.
- Pedestrian Sidewalk-oriented Signs: Sidewalk-oriented retail signage will be permitted in the following locations only:
  - On the side fascia of any sunscreen or awning.
  - Hung from an arcade, sunscreen or awning as long as it does not impede minimum headroom requirements.
  - Projecting from a column, pilaster or frame.
  - Mounted on a column.
  - On the window or in the window of a store.
  - None of the above signs shall be larger than 2 square feet.

### 4.1 Special Conditions

- *Parking Signs:* Signage for publicly accessible parking lots will be allowed only within 15'0" to either the right or left of the entrance into such parking lot, and shall be no larger than 10 square feet.
- *Businesses Above Ground Floor:* Businesses on the second or third floors are allowed directory signage on the first floor at the entrance.
- *Addresses:* Address numbers shall be permitted only on the door or transom of any tenancy.
- *Monument Signs:* Monument signs with the date of construction, owner, architect, builder, etc., are encouraged at the base of the building or on the pediment.

### 4.2 Prohibited Items

- No product advertisement signs (i.e., plastic box type signs) should be placed outside of the retail space.
- No sign shall be mounted above the roof line of any structure.
- No sign shall have any moving, rotating or otherwise animated signs.
- No sign shall have flashing lights.

### 4.4 Awnings

Awning signs are a form of attached sign and may be an effective alternative to attaching the sign directly to a building wall. Signs on awnings should meet the following standards:

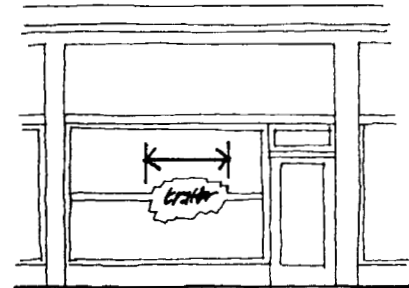
- Awning sign copy shall be limited to vertical surfaces or valence section located on the bottom one-third or bottom 12 inches of the awning, whichever is less. Signs are not permitted on the sloped portions of awnings.



- Awning materials shall have the appearance of traditional fabric; materials which are shiny, stiff and obviously synthetic shall be avoided.
- Solid color awnings are preferred; stripes are to be avoided

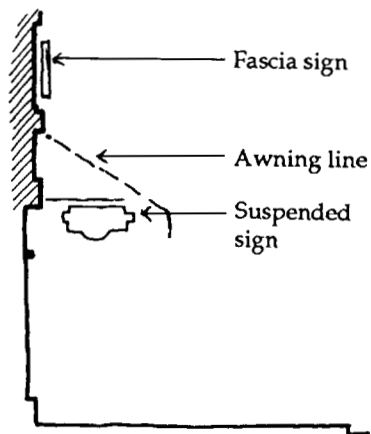
#### Signage and Awning Treatments

Diagram E-9  
Fascia and  
Window Signs

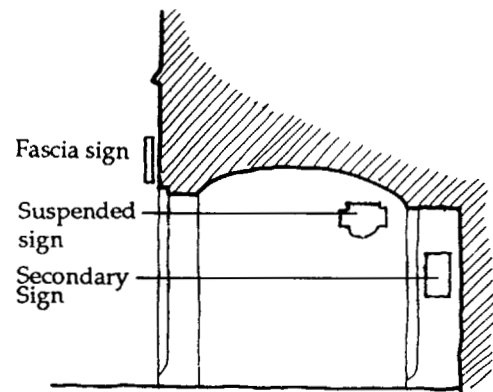


Size of window sign no greater  
than 1/3 width of storefront

Diagram E-10  
Suspended and  
Projecting Signs



Suspended sign: 2 square foot maximum



Arcades (Private Property)

## RESIDENTIAL DEVELOPMENT: SUBAREAS 5, 7 AND 11

### Introduction

Subareas 5, 7 and 11 of the Centerville Study Area present opportunities for the conversion of commercial uses to residential uses.

Members of the Centerville Study Group expressed their vision for residential development in this area. They wish to see:

- High quality residential products.
- Variety of housing types.
- Expression of individual living units.
- Housing is oriented to the street and does not hide behind a wall.
- Usable open space, which can be monitored from the street or home, and which minimizes conflicts between children and traffic.
- Parking, behind or underneath buildings.

The community design guidelines below were developed to implement this vision of the new residential area in Subareas 5, 7 and 11.

### Residential Architectural Heritage

The Centerville area was developed over a period stretching from the 1850's to the present day. Residential architectural styles are varied and include California Craftsmen Bungalows, Queen Ann Victorian, New England Farmhouse styles and other turn of the century and early 1900's styles. However, the vast majority of homes in the Centerville area are one-story ranch-style homes built during the period 1940 to 1970.

These design guidelines build on the residential architectural heritage that pre-existed the 1940-1970's ranch house. A prime example of the theme determinant is the California Bungalow housing type. The bungalow used architectural elements to express residential use and California indoor/outdoor life style, such as the porch, bay window, roof decks, etc.

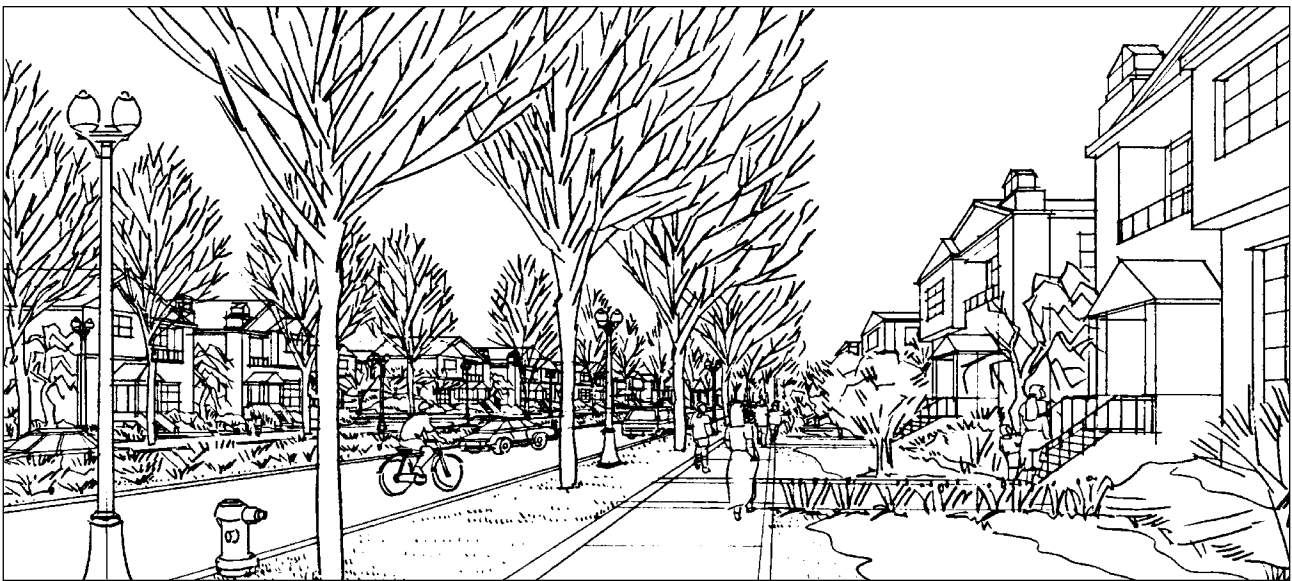


Diagram E-11: View of Residential Street

## 5.0 Building Orientation

- 5.1 Buildings should be oriented to the street with:
- Front door facing the street.
  - Front porches or stoops used to reflect the rhythm of a single-family residential area.
  - Front yards to provide a transition space between the public sidewalk and private porch.
  - Parking should generally be underground or in the rear to avoid garage door facades.

## 6.0 Building Form, Scale and Material

- 6.1 In order to convey residential scale, bay windows, chimneys, and other residential architectural elements shall be used.
- 6.2 Building massing should be articulated with porches, bay windows, and balconies to reflect the residential use. In no case shall the street facade of a building consist of an unarticulated blank wall or an unbroken series of garage doors.
- 6.3 Variation in building facades should be achieved, in part, by using a variety of materials along each street, including ornamental plaster, wood siding, stone, or brick.
- 6.4 High quality materials should be used. Simulated, metal, pre-fabricated and non-durable materials are strongly discouraged.
- 6.5 Roofs should be a combination of hip or gables and vary from lot to lot. Flat roofs are not allowed. Visible roof materials shall be slate, tile, copper or similar high quality material. Composition roof material is discouraged.

## Housing Prototypes

Many types of housing may meet the intent and specifications of the guidelines that follow. Other housing prototypes that meet the vision and intent of the guidelines are encouraged. The following five prototypes meet these criteria in innovative ways:

- **Neo-traditional Townhouse or Single-family Detached Dwelling** - This housing prototype consists of a single-family unit that may be attached or detached. The single-family home appearance is enhanced by the use of bay windows, chimneys, balconies, and porches. The garage is located in the rear of the lot with access from an alley. The front door faces the street with access via a porch or stoop. Open space is divided into public at the front and private in the rear.

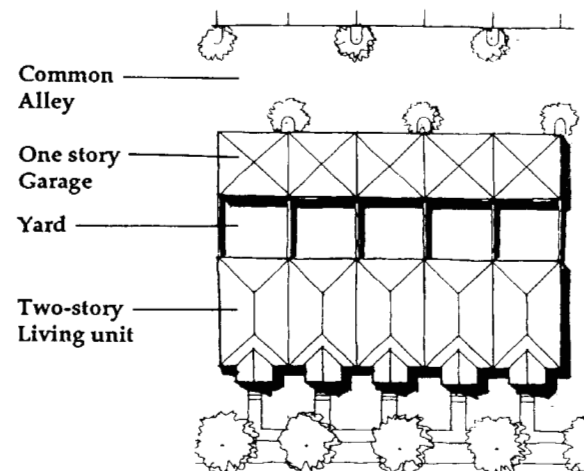


Diagram E-12: Neo-traditional townhouse or single-family detached dwelling.

- Neo-Traditional Row House with Garage Tucked Underneath Unit with Garage Access from Common Alley** - Access to garage and front door similar to townhouse or single-family detached dwelling. The private open space may be front yard patio, rear balcony or roof terrace. Common open space shall also be provided.

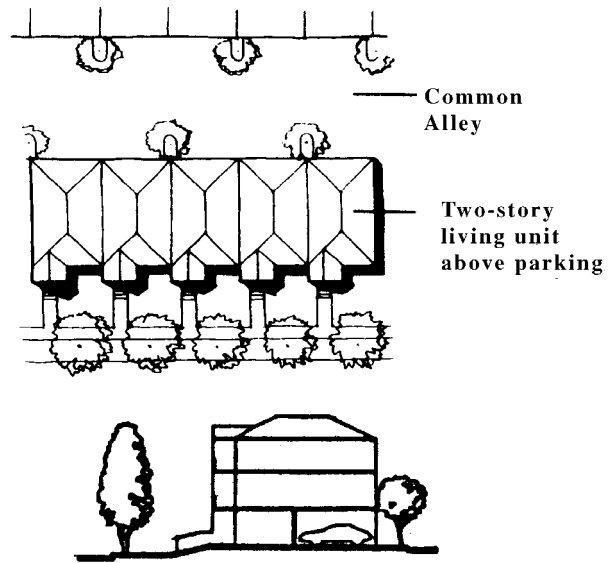


Diagram E-13: Neo-Traditional Row House with Garage tucked underneath unit with access from alley.

- Single-family Home with "Carriage House"** - This housing prototype consists of a single-family home and an accessory unit on one lot, effectively doubling the density of the single-family product. These units would generally be developed in fours (two standard sized homes and two accessory units over the garage) with a 12-foot-wide, joint use driveway separating the principal units and the accessory units built over the adjoining two-car garages.

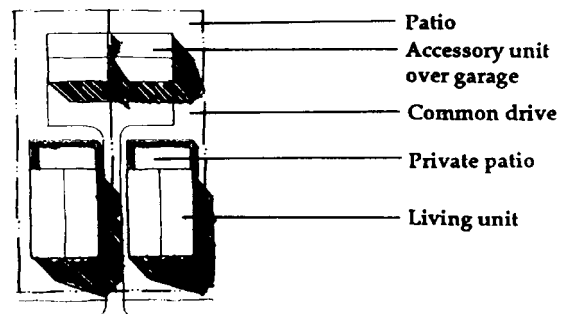


Diagram E-14: Single-family home with "carriage house".

- Stacked Flats with "Row House" Appearance -**  
 From the outside, these units appear to be row houses accessed from front doors on the street. The single-family home appearance is enhanced by the design of elevations, window design, and color individual to each unit. In fact, however, each unit consists of several stacked flats. Parking is placed entirely or partly underground.  
 Common open space is provided. Private open space in the form of patios and balconies is provided.

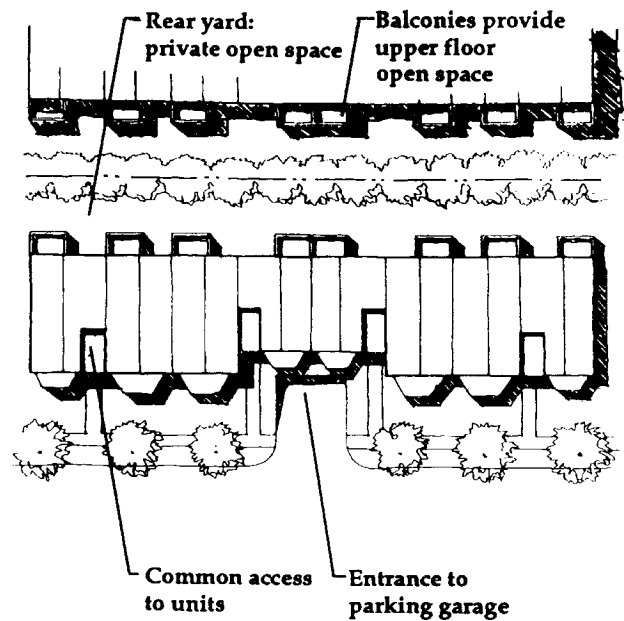


Diagram E-15: Stacked flats with "row house" appearance.

- Townhouse with Rear or Underground Parking -** A row of up to nine townhouses with parking in the rear or subgrade, served by a single common driveway. Variety in facade materials, fenestration, design and color for each unit is mandatory.

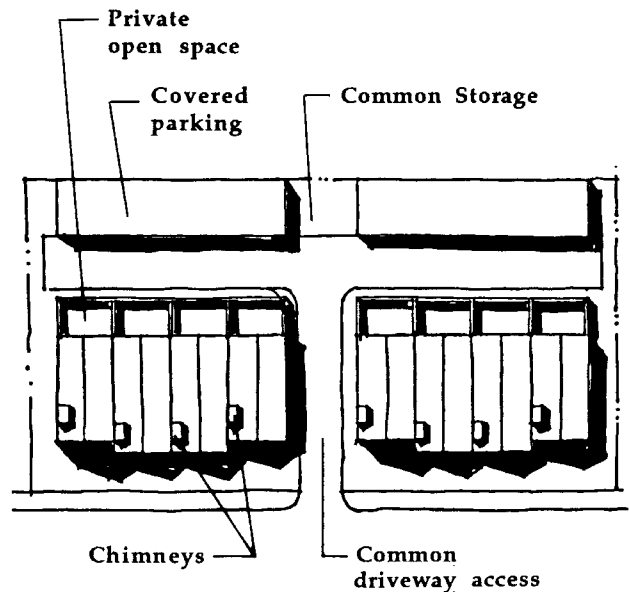


Diagram E-16: Townhouse with rear or underground parking.

## STREETSCAPE GUIDELINES

### Introduction

A neo-traditional streetscape concept is proposed to enhance the *Main Street* theme proposed for Subarea 1 (the retail core) and residential character proposed for Subareas 5 and 7 (the residential areas). Streetscape improvements should be designed to reinforce the identity and function of the area they are located in. The City has the opportunity to control and coordinate the design because the streetscape improvements are located within the public right-of-way. The design should be an integrated system which includes tree planting, street light fixtures, signal standards, street furniture, signage, and pavement elements.

### Street Trees

An important element of a streetscape is the development of a systematic tree planting program. Although the City's Landscape Architect will designate street trees, the Specific Plan suggests the following major street tree types:

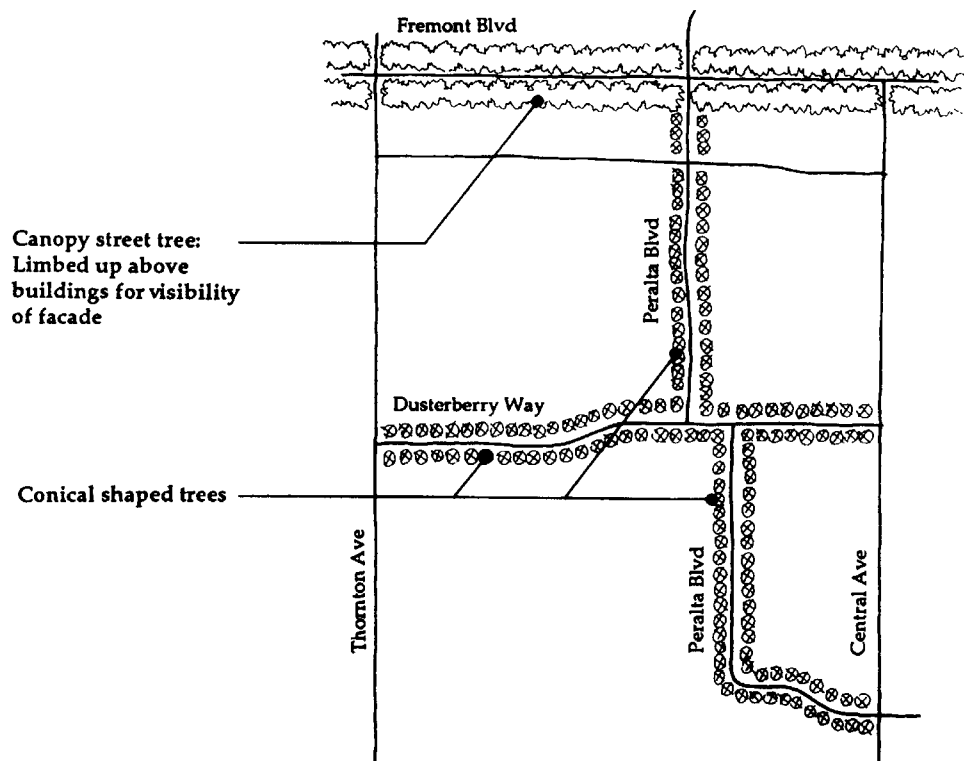
- California Sycamore (*plaranus racemosa* ) or a large canopy street tree.
  - Decoto Road
  - Thornton Avenue
  - Mowry Avenue
- Large canopy street tree.
  - Fremont Boulevard
- Conical shaped street.
  - Peralta Boulevard
  - Dusterberry Way
- Magnolia (*Magnolia grandiflora*)
  - Central Avenue

For the smaller residential streets, flowering trees such as Honey Locust or Jacaranda are recommended.

The street tree type diagram illustrates the tree type for Subareas 1, 5, and 7. (Diagram E-18).

The City of Fremont shall be consulted for the final selection of street trees. The street tree diagram and the street trees lists listed above are only conceptual. The final design will be submitted to the City for review and comment.

Diagram E-17: Street Tree Types



## Streetscape

Streetscape improvements are proposed in Subarea 1 for Fremont Boulevard between Thornton and Central Avenues. In the historic retail district a complete integrated street design plan is recommended including tree planting treatment, street lighting, signal standards, and sidewalks which will establish its identity as the *Main Street* of the historic retail district. Improvements will occur only in the public right-of-way. Final design of streetscapes would require a detailed engineering study of streets to determine the feasibility of improvements.

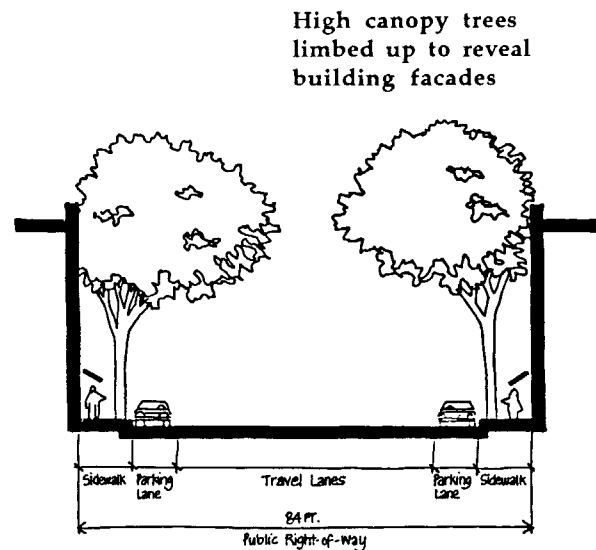


Diagram E-18: Section through Fremont Boulevard



Diagram E-19: Conceptual view down Fremont Boulevard

The streetscape improvements are to be incorporated into the site improvements when they occur.

Diagram E-20: Intersection Improvement and Typology Diagram

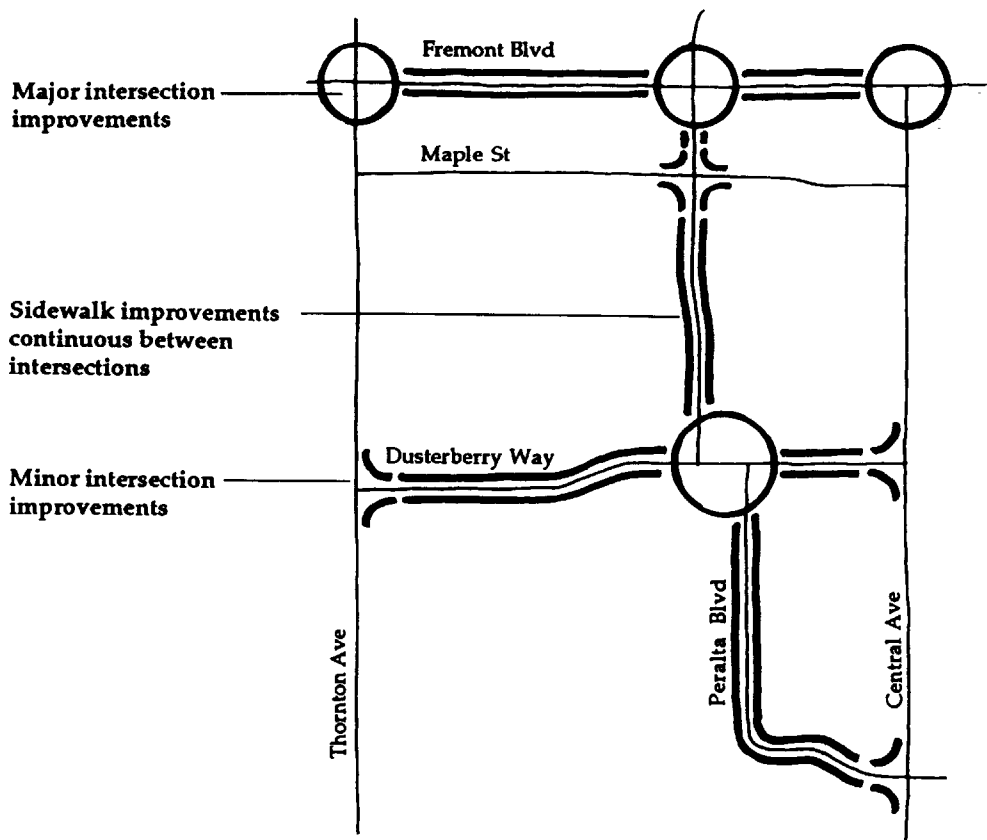


Diagram E-21: Conceptual Major Intersection and Sidewalk Improvement Detail

Note: Implementation of the brick pavers crosswalk would be dependent on a non-general fund source. If no source is found the options would be to paint on asphalt or concrete.

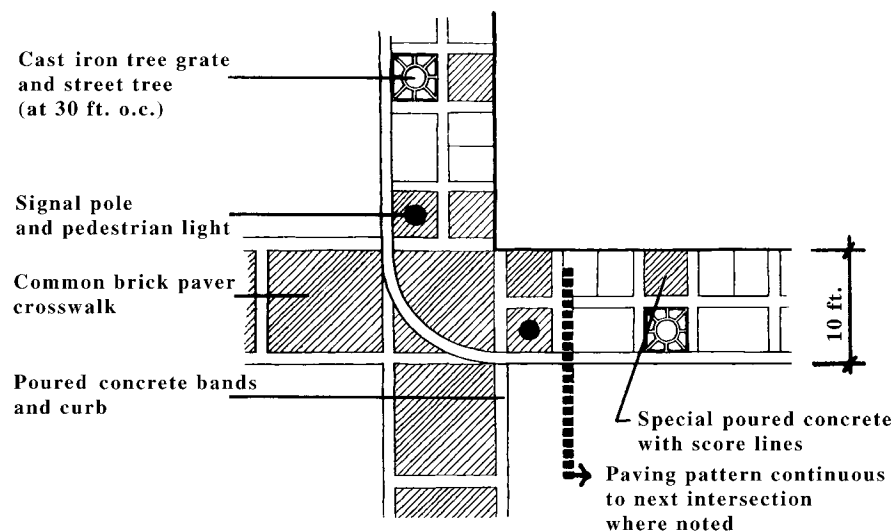




Diagram E-22: Pedestrian Street Lighting Typology Diagram

Note: Final designs would be dependent on an identified funding source such as a lighting, landscaping and maintenance district. In the absence of such funding, improvements would be limited to painting existing light fixtures.

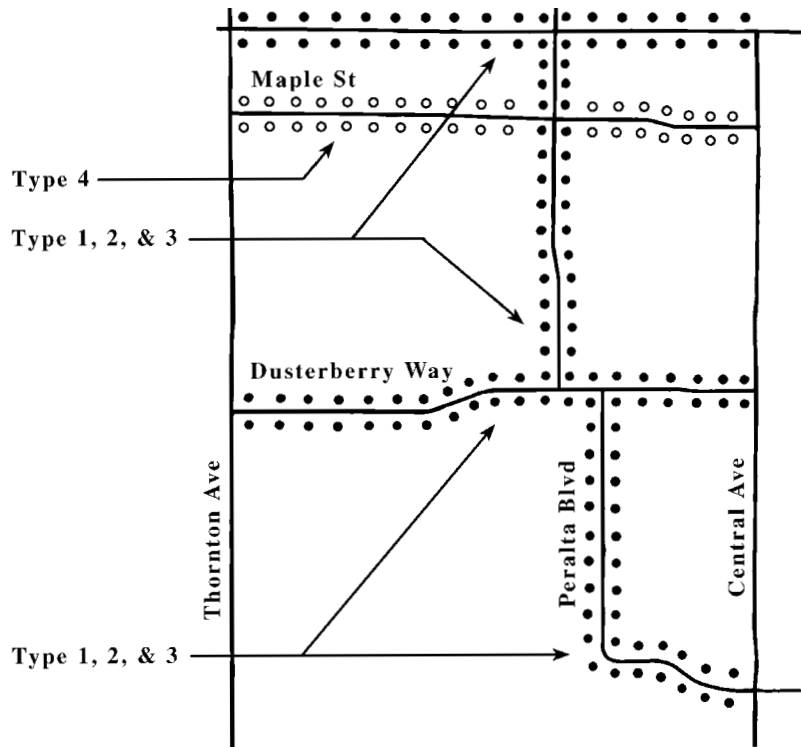
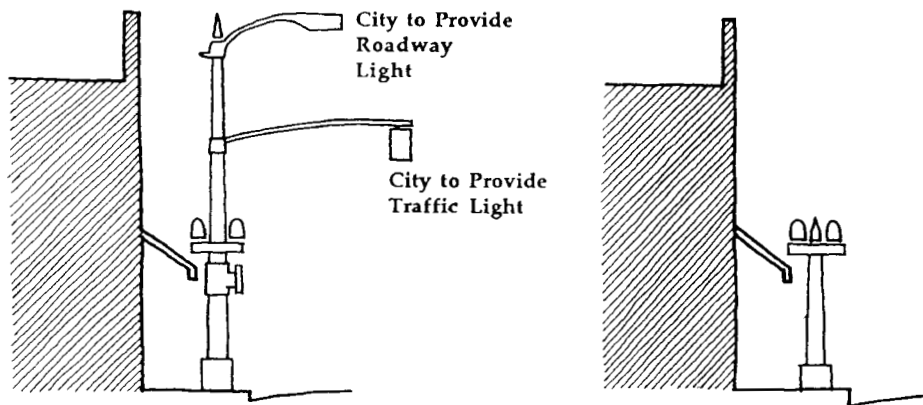


Diagram E-23: Pedestrian Street Light Concepts

These designs are only conceptual. Detailed lighting study and City approval required.



Signal Pole at Intersection - Type 1

Roadway and pedestrian lights @ 180 feet on center

Heritage lamp posts: Fluted base.

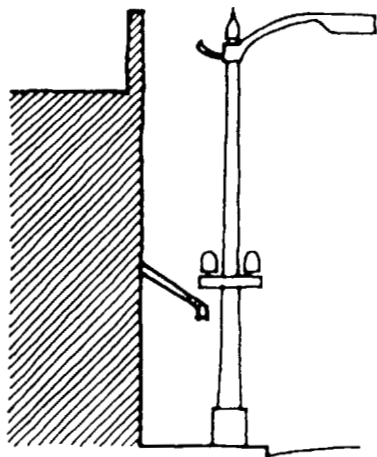
Integrate traffic lighting and street signage with street lighting to reduce clutter.

Double Candle Pedestrian Light - Type 2

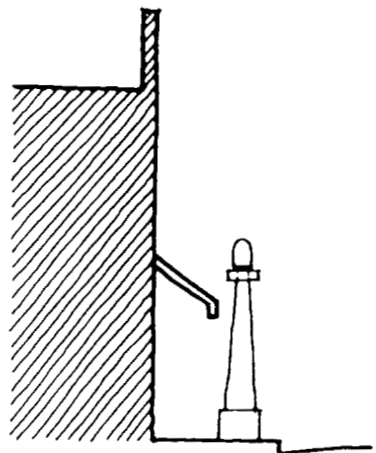
Lamp posts spaced at 180 feet on center

Heritage lamp posts.

Diagram E-24: Pedestrian Street Light Concepts

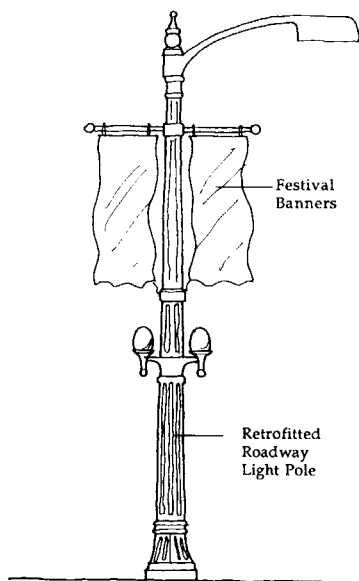


Roadway Light with Double Candle Pedestrian Light - Type 3  
Lamp posts spaced at 180 feet on center  
Heritage lamp post: Fluted base.

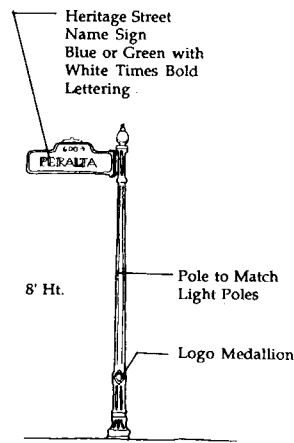


Single Candle Pedestrian Light - Type 4  
Lamp posts spaced at 90 feet on center

Diagram E-25: Heritage Signage Details



Special Event Signage



Heritage Street Signage

## Residential Street Trees

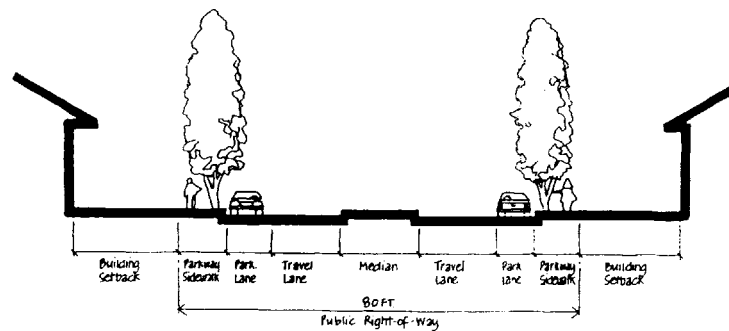
Residential street tree improvements are proposed for Peralta Boulevard, Dusterberry Way and the new local residential streets in Subareas 5 and 7. The sketches below illustrate the character of each street type and typical pedestrian-scale street tree. The streetscape improvements are to develop a sense of residential quality and recall the heritage theme.

The residential street tree improvements are to be incorporated to site improvements when they occur.

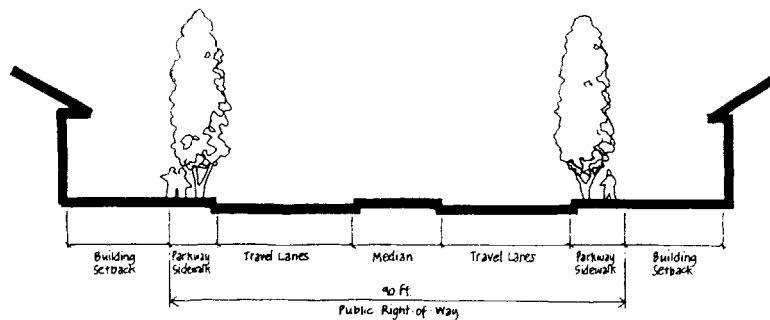
The City of Fremont shall be consulted on the final selection of residential street trees.

Diagram 26: Residential Street Trees

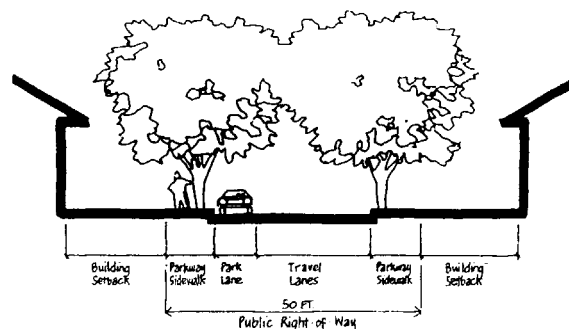
*Peralta Avenue*  
Conical shaped trees  
(30 feet on-center)



*Dusterberry Avenue*  
Conical shaped trees  
(30 feet on-center)



*Typical Residential Street*  
Flowering Trees  
(20-25 feet on-center)



## GATEWAYS

The intersections of Fremont Boulevard at Thornton Avenue and Central Avenue are the major gateways to the historic commercial district of Centerville. The streetscape should complement the major gateway. Public art or special planting should be developed to mark the entrance into the heritage area. These major gateways should also include the following:

- Special signage to symbolically announce arrival into the Centerville Historic District with backlit dimensional letters.
- Special monument, fountain, public art, or flag pole.
- Ornamental, flowering trees or shrubs, and planting bed area with a bosk of trees as a backdrop.
- Benches or sign wall.
- Water fountain.

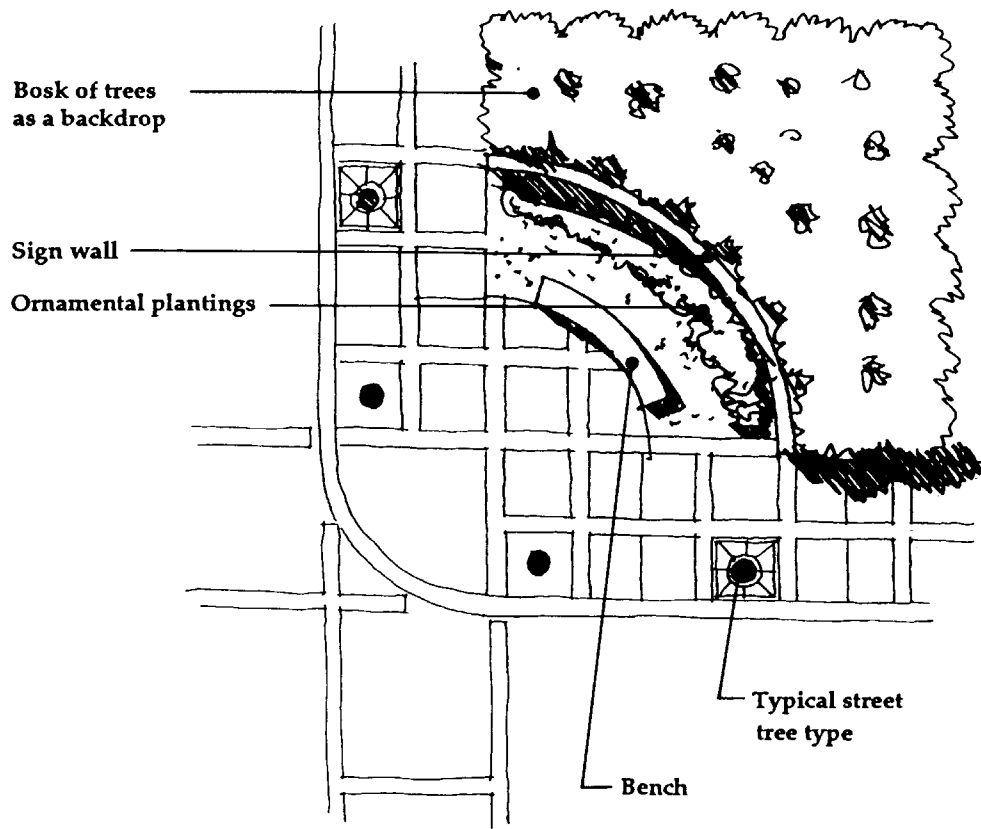


Diagram 27: Major Gateway

Minor gateways shall be developed at Central and Dusterberry at the railroad track to mark the entrance into the new residential areas.

These minor gateways shall consist of the following:

- Special signage to symbolically announce arrival into the residential district (non-illuminated).
- Ornamental planting area with a bosk of trees as a backdrop.
- Bench, special monument or flag pole.

The gateway elements could be repeated in the corner cut-outs in commercial buildings, e.g., with cut-outs being used for restaurants outdoor seating area.

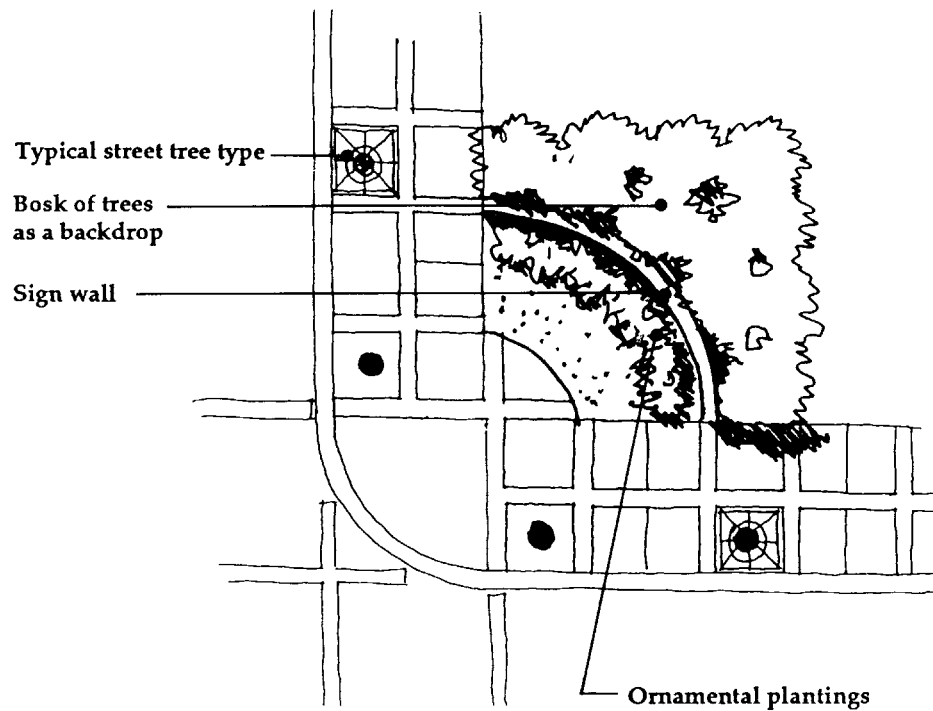


Diagram E-28: Minor Gateway



## *F. CAPITAL IMPROVEMENT PROGRAM*

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## CHAPTER F

# CAPITAL IMPROVEMENT PROGRAM

### CAPITAL IMPROVEMENT COSTS

Public improvements envisioned in the Centerville Specific Plan include circulation and streetscape improvements, the addition of a public plaza in Subarea 1, parking lot improvements, a neighborhood park in Subareas 5 and 7, and lighting and landscaping improvements in Subareas 5 and 7. These improvements are described in the Plan elements and summarized in Table F-1: Capital Improvement Program (next page).

Fremont Boulevard improvements include:

- Widening of the east side between Bonde Way and Thornton Avenue to maintain constant 84-foot property line to property line alignment, and improvements at the Thornton Avenue intersection:
- Streetscape improvements from Thornton Avenue to Central Avenue as noted in Chapter E, Community Design Guidelines.

Central Avenue improvements as noted in the Circulation and Parking Plan include:

- Channelization at the Fremont Boulevard intersection to increase the intersection capacity and safety.
- Widening of the street from Fremont Boulevard to Dusterberry Way.

These two improvements are the first priority of the Specific Plan. The Fremont Boulevard streetscape should be completed at one time. This will encourage businesses in Subarea 1 to begin other improvements discussed in the Plan such as the reciprocal driveway easements and consolidation. As residential development occurs in Subareas 5 and 7, improvements such as sidewalks, intersection street lighting and street trees should also begin.

Table 1-1 in Appendix B summarizes preliminary planning level cost estimates of the Fremont Boulevard improvements. The cost of public improvements is in the range of at least \$6 million, excluding the neighborhood park and land cost of the public plaza.

The reuse of the rail depot as a commuter train station for the Capital Corridor passenger rail service is not part of the Capital Improvement Program, and has a separate funding source. The preservation and restoration of the Old Centerville Presbyterian Church is not part of the planning cost estimate of improvements.

### SOURCES OF FINANCING

Table F-1 shows funding is currently available for only a small proportion of the projects proposed in the Plan. In order for the Plan improvements to go forward, the following sources of funding should be considered.

#### Capital Improvement Financing

A means of financing public improvements such as streets and landscaping must be identified with careful consideration given to the City and property owners' capacity to finance these improvements. Table F-1 identifies possible sources of financing for the capital improvements and maintenance programs proposed in the Plan.

Each of the following subsections briefly describes potential financing mechanisms.

#### Redevelopment Area

The City could consider utilizing the provisions of the State Community Redevelopment Act. Redevelopment is potentially very useful because it not only is a source of financing but also can be used to assemble land. This would be particularly desirable in Subareas 1, 5 and 7 where planned development will require assembling many smaller parcels in various ownerships. A redevelopment project could

<b>Table F-1</b> <b>Capital Improvement Program</b> <b>Sources of Financing</b>			
<b>Improvement</b>	<b>Cost</b>	<b>Known Funding Source</b>	<b>Alternate Funding Source</b>
<b>Subarea 1</b>			
<i>Roadway and Street Improvements</i>			
Fremont Boulevard between Thornton and Bonde	\$1.6 million	\$973,000 from TIF (for Fremont/Thornton Intersection)	\$630,000 possibly from CIPP, Redevelopment funds, Benefit Assessment District, or changes in TIF
Fremont Boulevard between Bonde and Central	\$527,000	No TIF funds	\$527,000 possibly from CIPP, Benefit Assessment District, Redevelopment Funds
Fremont Boulevard and Central Avenue Intersection (and Central between Fremont and Dusterberry)	\$2.525 million	\$477,000 from TIF funds	\$2.1 million possibly from CIPP, Redevelopment Funds, Benefit Assessment District
<i>Sidewalk, Landscaping and Special Lighting</i>			
Fremont Boulevard between Thornton and Central	\$725,000	None known	\$725,000 possibly from Lighting, Landscaping and Maintenance Districts, Benefit Assessment District or Redevelopment Funds.
<i>Public Plaza</i>			
Land cost (10,000 square foot)	Undetermined		Possibly from CIPP, Redevelopment Funds, or Lighting, Landscaping and Maintenance District
Development cost	\$600,000		
Optional feature (artwork or fountain)	\$100,000		
Total	\$700,000 plus land cost		
<i>Consolidated Parking Lots</i>			
Restriping, signing, joint access easements	Undetermined	Property Owners	Some staff time; possibly through a Business Improvement District
<b>Subareas 5 and 7</b>			
<i>Street Lighting, Trees and New Sidewalks in Residential Areas</i>	Undetermined	Developer Pays Cost	
<i>Neighborhood Park (approx. 5-7 acres)</i>			
Land Acquisition	Undetermined		Quimby Act fees/dedication
Park development	Approximately \$125,000/acre		Park Facilities Fees

also be used with other resources to provide financing for improvements outside those subareas.

State Community Redevelopment Law allows a redevelopment agency to acquire land for public purposes, construct public facilities (such as roads and parks), and conduct administrative, legal, planning and engineering in support of a redevelopment project.

The redevelopment agency could issue bonds to finance project costs. Bonds are retired by tax increment revenue derived in the project area. Tax increment is that tax revenue produced in an area in excess of the revenues existing at the time the area is declared a redevelopment project, less taxes returned to other taxing agencies.

The revenues thus produced by redevelopment are used to pay off bonds used to finance the expenses of the redevelopment process. Developers of the City can loan the Agency money for redevelopment activities prior to generation of adequate tax increment to support a bond issue. Based on an assessment of commercial and residential development potential, Economics Research Associates' report on Centerville revitalization indicated that the estimated additional tax increment revenue generated for the City would not exceed \$2.0. The estimated cost of suggested public improvements total at least \$6 million (excluding the neighborhood park). Therefore, a substantial amount of financing from other sources would be required.

### ***Benefit Assessment District***

The Fremont Boulevard streetscape improvements in Subarea 1 as described in this Plan are the first priority in public financing. The proposed improvements are designed to provide benefits to the local Centerville retail district. Improvements such as sidewalk, lighting and landscaping upgrades could be financed by benefiting property owners through the use of a Benefit Assessment District or by a Lighting, Landscaping and Maintenance District as described below. Substantial property owner support would be required to form an assessment district. Normally, property owners representing 60 percent of the area to be assessed would need to be in favor.

The Improvement Act of 1911, the Municipal Improvement Act of 1913, and the Pedestrian Mall Law of 1960 allow for the issuance of bonds to represent unpaid assessment to finance the streetscape improvements along Fremont Boulevard. A Benefit Assessment District would be set up and streetscape improvements would begin, assuming sufficient property owner support. A Benefit Assessment District could provide financing for the Central Plaza on Bonde Way described in the Plan.

### ***Lighting, Landscaping and Maintenance Districts***

The Landscaping and Lighting Act of 1972 allows public agencies to raise funds for installing and servicing public landscaping and lighting. The revenue to pay for these improvements comes from the collection of special assessments on the land benefiting from the improvements. The local legislative body sets the assessment each year after a public hearing and collects the assessment as a separately-stated item on the county tax bill.

The Act may be used to install facilities, or to maintain or service the facilities or both. "Facilities" may include landscaping, statuary, fountains or other ornamental facilities, public lighting facilities, and park or recreational equipment, including playground equipment, play courts and public restrooms.

Part of the process of forming a lighting, landscaping and maintenance district (LLMD) includes the preparation of an engineer's report which details the plans and specifications of the improvements, an estimate of improvement and maintenance costs, and an estimate of the principal amount if bonds or notes are to be issued.

If, at the termination of a public hearing, a majority protest exists, the assessment proceedings must be dropped unless four-fifths of all members of the legislative body vote to overrule the protest. A majority protest is measured by the area of assessable land. A majority protest exists if owners of more than 50 percent of the assessable land protest the formation of a District.

### ***Parking District***

The consolidation of parking lots could be financed with the development of a Parking District. This would be an assessment district which is allowed in California under the Parking District Law of 1951.

### ***Mello-Roos Community Facilities District***

The Mello-Roos Community Facilities Act may be used to finance a number of capital improvement projects proposed in the Plan. It is a special tax to pay for any public capital facility that a local government has the authority to build.

Experience thus far indicates that the Mello-Roos Act will become primarily a method of financing public facilities serving new development. While the Act is less powerful in fully development areas, it has some promise even there. The weakest part of the Act is that it does not provide for land assembly.

Finally, a Mello-Roos Community Facilities District may be established in conjunction with a redevelopment agency to undertake new public projects of joint benefit. In such cases, tax increments may be used to pay all or a portion of the debt service on the bonds, thereby offsetting all or a portion of the special taxes which were approved at the required election.

The usefulness and desirability of a Mello-Roos District in Centerville has not been determined. Consideration of a Mello-Roos District would require City Council approval.

### ***Quimby Act***

The Quimby Act (Government Code Sec. 66477) is a requirement of residential divisions to dedicate park land or pay in-lieu fees equal to the value of the land to the City. The City of Fremont receives most of its new parks and park acquisition funds from this act. The City requires the maximum permitted under the Quimby Act, or 5 acres per 1,000 new population. This act may be a source to finance the neighborhood park in Subareas 5 and 7.

### ***Park Development Fees***

In addition to the Quimby Act requirements, new development is also subject to park facilities fees. These funds are used to develop adequate park facilities to serve new development within the City.

### ***Traffic Impact Fee***

The City of Fremont's Traffic Impact Fee (TIF) program collects fees from new development to pay for roadway projects that will reduce future congestion problems. By State law, new development is not responsible for remedying existing congestion problems.

In Centerville, improvements at the Fremont Boulevard/Thornton Avenue and Fremont Boulevard/Central Avenue and Fremont/Decoto intersections have been identified as eligible for TIF funding. These two street section improvements, Peralta Boulevard from Fremont Boulevard to Mowry Avenue, and Fremont Boulevard from Enea Court to Thornton Avenue, have also been identified as eligible for TIF funding. There is no funding specified in the TIF for widening because this was deemed an existing deficiency. An increase in the TIF fee would be necessary to generate more money than is already earmarked for the intersection. This could be justified if a new scope of work shows the intersection improvements would cost more than was estimated in the TIF.

### ***Developer Requirements***

The City's Subdivision ordinance and the Street Right-of-Way and Improvement ordinance require property owners to provide street improvements (curb, gutter, sidewalk and paving half of street width) to the frontage of their property. New streets required in Subareas 5 and 7 would be developed in this manner.

### ***Development Agreement***

Development Agreements can be utilized to assist with financing of selected private improvements including, when appropriate, on-site/off-site costs, site preparation, demolition of existing structures, relocation assistance, etc.

It is expected that, conversely, developers will assist with right-of-way dedication and public facility or public “space” construction through this agreement.

As part of the Development Agreement between the City of Fremont and the developer, the developer may be required to install the streetscape improvements located between the curb and the property line. In cases where the streetscape improvements extend beyond the existing property line, dedication of right-of-way is required. In these cases, following installation of the streetscape improvements, the developer may be required to maintain said public improvements.

### ***Developer Fees***

Developer Fees are payments from a developer collected by the permitting agency for the purposes of recovering necessary costs that result directly from the development. Developer fees are similar to permit fees collected by a regulatory agency for plan review or by a service agency for a utility hookup. They are adopted by ordinance and can be amended to reflect escalation in direct costs associated with the provisions of the public service.

As part of a Developers Fee, an Impact Fee District can provide funds for streetscape improvements and the consolidation of parking in Subarea 1. The impact fee would be an exaction for new developers for these improvements. The problem would be accruing the up-front money to start the projects and getting existing property owners to participate equitably. The improvements would have to wait for sufficient development to occur. Impact fees can be combined with other methods of financing to retire debt.

### ***General Funds***

The Fremont City Council could appropriate monies from its General Fund for the capital improvement projects in the Centerville Specific Plan. The City could authorize financing by incorporating Specific Plan projects into the City Capital Improvement Program Plan (CIPP). Currently, Centerville has no projects in the CIPP. Projects would have to compete with other projects citywide for scarce General Fund monies. There is no assurance of funding from this source.

### ***General Obligation Bonds***

Capital improvements also can be financed by issuance of general obligation bonds by the responsible government exclusively for this purpose. However, this alternative applies only to improvements on lands in the ownership of the responsible government, because general obligation bonds are a liability of the community and are payable from general fund monies.

This method is also less desirable than several other financing options. One of the disadvantages of general obligation bond financing is the requirement for two-thirds voter approval. Although general obligation bond proposals have been highly successful in California, the time required to pass such a proposal, as well as the uncertainty, can cause operational problems.

### ***State Support***

The City of Fremont could explore methods of finance from the State of California. Fremont Boulevard from Thornton Avenue to Peralta Boulevard is part of the State Highway System. If and when the new Route 84 is built and Fremont Boulevard is returned to Fremont, the City should seek reimbursement from the State as compensation to convert the roadway to a local arterial from a state highway. These funds could be used for streetscape improvements contained in the Plan.

### ***State Gas Tax Funds***

These funds can be applied to construction, improvements and maintenance of streets and other vehicle-related facilities and can be applied to local street improvements or to transit improvements.

As provided under SB 1100 (1971), these funds also can be used for construction of separate bicycle lanes along State Highways which conform to local general plans for development of such facilities. As provided under SB36 (1972), funds could be allocated from the State Gas Tax Funds to cities and counties for use in construction of bicycle lanes along streets and roads.

The City of Fremont receives a certain allocation of gas tax funds. Centerville improvements would have to compete with other City projects for funding.

### ***Maintenance Financing***

A finance mechanism must be in place to ensure the maintenance schedule and quality of the capital improvement programs of the Centerville Specific Plan.

Several methods are available to address the maintenance of the public improvements.

### ***Mello-Roos Act***

The Mello-Roos Community Facilities Act contains broader authority than the various special or benefit assessment procedures and the tax revenues can also be used to pay for the annual operation and maintenance of parks, parkway and recreation maintenance and services. This would include the streetscape improvements on Fremont Boulevard, the neighborhood park and Central Plaza.

### ***Lighting, Landscaping and Maintenance District***

See above for a description of how this mechanism can be used to maintain capital facilities.

### ***Assessment District***

An Open Space Maintenance District is authorized in Sections 50575-50620 of the Government Code. The district may employ necessary labor and provide the required materials and equipment to maintain and to operate planned open space and recreation areas. Formation may be initiated by petition of at least 25 percent of the land owners in the proposed district. Alternatively, if the legislative body determines that the district is in the public interest, it may adopt an ordinance of intention, with protests by more than 50 percent of the land owners terminating the proceedings. The City must have complete charge, supervision and control of all open space areas maintained. The body may appoint an advisory board composed of five property owners within the district; advisory board members serve without compensation for 3 year terms, and may make recommend-

ations to the legislative body with respect to maintenance and operation of open areas.

The City may levy an annual ad valorem special assessment assessed on the valuation of taxable land and improvements within the maintenance area. The amount of this levy, though, is limited.

### ***Business Improvement District***

Under the Parking and Business Improvement Law of 1989 (SB 1424), a parking and business improvement area may be established to impose assessments on the basis of estimated benefits to businesses within the area. The money raised with this assessment may be used to finance:

- (a) Parking improvements (parking lots, curbside parking)
- (b) Beautification (improved maintenance and cleaning, landscaping, lighting and storefront renovation)
- (c) Promotion of public events
- (d) General promotion of business activities

The use of funds raised by the Business Improvement District is determined by an advisory board appointed by the City Council.

The City Council has the authority to initiate a business improvement district by holding a public hearing. A Business Improvement District cannot be approved if written protests are received by a majority of the owners of businesses in the proposed area which will pay 50 percent or more of the assessments.

Financing is through an increase in the business license fee collected by the City. The license fee increases or assessments are not taxes for the general benefit of the City, but are assessments for the improvements and activities which confer special benefits upon businesses for which the improvements and activities are provided. The amount a business is assessed is based on its location relative to planned improvements and the type of business.

Programs often financed through a Business Improvement District which are appropriate in the Centerville Specific Plan Area include:

- A part-time business district manager hired to arrange district events and promotions;
- A facade improvement grant programs whereby cities offer architectural design services, assistance with permit applications and fee waivers, bidding and construction management assistance, and funding of a modest sum (usually up to about \$15,000) for store front, sign or other improvements visible from the public right-of-way;
- Parking lot improvements such as signage and landscaping.

Under a Mills Act contract, the property owner is obligated to prevent deterioration of the property, in addition to complying to any specific restoration or rehabilitation provisions contained in the contract, such as requiring rehabilitation of the property according to the standards of the State Office of Historic Preservation.

The City currently has no established program. Staff time would be required to develop a program and a standard contract.

## **Private Support**

### ***Private Special Funds***

Private sector donations could be solicited for the implementation of historic preservation or gateways. Donations or gifts may be restricted to a specific fund for the financing of historic preservation and restoration of the Old Centerville Presbyterian Church and graveyard. However, the City should not acquire the Church and graveyard without a secure ongoing funding source for maintenance. The acquisition of land for the development of gateways as described in the Community Design Guidelines should also be privately financed.

## **Historic Preservation**

### ***Mills Act***

Under the California State Law (Mills Act) the owner of an eligible historic property may enter into a ten-year contract with the City to rehabilitate the building in exchange for a reduction in local property taxes. An eligible property must be listed on the National Register of Historic Places, be located in a National Register or local historic district, or be listed on a state, county or city official register.





## *G. RELATIONSHIP OF THE SPECIFIC PLAN TO CEQA*

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## **CHAPTER G**

### **RELATIONSHIP OF THE SPECIFIC PLAN TO CEQA**

#### **INTRODUCTION**

A Draft Environmental Impact Report (DEIR) has been prepared covering the impacts of the specific land uses and traffic allowed by the plan. The DEIR covers the impacts of the project assuming a certain level of development. If individual projects are within the prescribed level of development, then the environmental review process must address only the site-specific impacts of the project identified in the initial project review. If issues raised in the environmental review of a project were not considered as part of the DEIR, a separate environmental document may be required. All general impacts already addressed in the EIR need not be included in that environmental document.

That environmental document may take the form of:

- an addendum to the EIR
- a negative declaration
- a mitigated negative declaration
- a supplement to the EIR
- a subsequent EIR

In general, the project and Project EIR consist of an overall plan, i.e. the Specific Plan, and a series of individual projects including:

- Public street improvements
- Commercial renovation, additions and new development
- Displacement of commercial land and buildings with new residential development
- Public open space in the form of parks, plazas and gateways

#### **RESIDENTIAL PROJECTS**

Pursuant to Section 65457 of the California Government Code, residential projects that are in conformity with the Specific Plan are exempt from the environmental review process. This exemption includes land subdivisions, zoning changes, and residential planned unit developments.

#### **EIR ADDENDUM**

Section 15164 of the California Government Code allows for an EIR Addendum to make minor technical changes or additions of a project to make the Program EIR adequate under the California Environmental Quality Act (CEQA). An Addendum does not require recirculating the DEIR.

#### **NEGATIVE DECLARATION PROCESS**

Section 15070 of the California Government Code allows a Negative Declaration to be prepared if:

- a. The Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment, or
- b. The Initial Study identified potentially significant effects but:
  1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed Negative Declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
  2. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment."

## **MITIGATED NEGATIVE DECLARATION**

The mitigated negative declaration permits the applicant to modify the project to avoid significant effects the Lead Agencies would find. Thus, the applicant can avoid the time and cost involved in preparing an EIR and qualify for a Negative Declaration instead. The public still has the opportunity to review the project to determine the changes to eliminate significant environmental effects.

## **EIR SUPPLEMENT**

Pursuant to Section 15163 of the California Government Codes, an EIR supplement provides a short-form method to make minor additions or changes in the previous DEIR as necessary to make it applicable to the changed situation. A supplement to a previous EIR may be circulated by itself.

## **SUBSEQUENT EIR**

Pursuant to Section 15162 of the California Government Codes, a subsequent EIR must be prepared if, after the Program EIR has been adopted, the following conditions apply to a project:

- Subsequent changes are proposed which will require important revisions of the previous Program EIR.
- Subsequent changes have occurred in the area which have resulted in substantial deterioration where the project will be located.
- New information of substantial import to the project becomes available after the Program EIR has been certified.

If an EIR is required for a project pursuant to CEQA, the Planning Department will serve as the lead agency and the applicant must pay the cost of the EIR.

## *GLOSSARY OF TERMS*

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## GLOSSARY OF TERMS

Refer to the Planning and Zoning Code for other definitions not included in this list.

**Arcade** - A covered passage way, usually adjacent to a structure, with at least one wall of arches and their supporting columns.

**Architectural Character** - The composite or aggregate of the characteristics of structure, form, materials, and function of a building, group of buildings, or other architectural composition.

**Architectural Feature** - A prominent or significant part of elements of a building, structure, or site.

**Architectural Type** - The characteristic form, design and details of a building or its construction as with buildings of a particular historic period.

**Articulate** - To give character, interest or define as systematic whole, a building site plan or architectural statement through the emphasis of specific elements, segments or features of a project.

**Balcony** - A platform projecting from a wall, enclosed by a railing or balustrade, supported on brackets or columns or cantilevered out.

**Bay Window** - An angular or curved projection of a house front filled by fenestration. If curved, also called a bow window.

**Berm** - A raised, rounded form of earth to provide screening or to improve the function or character of a landscaping area.

**Blank Wall** - Any wall or garage door not enhanced by architectural detailing, art work, landscaping, windows, doors or similar features.

**Building Materials** - All materials visible from the exterior of a development, including materials used for walls, roofs, structure windows, doors, architectural or decorative features applied to the facade, and trim.

**Bulk** - The dimension and volume an object possesses in relation to its surroundings.

**Canopy** - A hood suspended or projected over a door, window, niche, etc.

**Character** - The nature or personality of a building or area.

**Community Character** - Particular combination of community resources which are associated with the community and collectively establish the sense of time, place and uniqueness associated with Centerville.

**Community Service** - A walk-in, retail or service establishment which primarily serves the needs of the residential population.

**Courtyard** - A pedestrian area on private property open to the sky and surrounded by a building on at least three sides.

**Entryway** - An entrance passage.

**Facade** - The exterior surface of a building.

**Fenestration** - The arrangement of windows in a building.

**Floor Area Ratio (FAR)** - The ratio of total enclosed building area at and above grade to the area of the site. The FAR is an indication of the intensity of development; as such, it identifies the upper limit of building space permissible on a given lot.

**Frontage** - The length of any one property line of a premise, which property line abuts a legally accessible street right-of-way.

**Human Scale** - Harmonious relationship of the size of parts to one another and to the human figure.

**Level of Service** - The level of service is used to describe the operation of an intersection. Ratings of level of service range from A, representing free flow conditions, to F, representing extreme congestion. Each rating is based upon the ratio of the volume of traffic in the intersection at a given time to the maximum capacity of the intersection. The intersection

capacity is the number of cars which can use the intersection in an hour.

**Main Street** - Center of civic and social activity. It symbolizes the community's identity and embodied its heritage. Physical characteristics include:

- Store fronts adjacent to sidewalks and streets
- Pedestrian activity
- Human scale with integration and reuse of historic buildings
- A concentration and variety of commercial activity

**Mass** - The dimension and volume a structure possesses as a singular unit in relation to its surroundings.

**Mixed-Use Development** - Development in which two or more major land uses are permitted.

**Neo-Traditional Town** - Revival or adaptation of village form of a town square. Walkable, front porches, and a seamless mix of residential, commercial and civic uses.

**On-Center (o.c.)** - A term used to denote the distance between the center lines of a given element such as trees or lighting.

**Parking Lot** - An open area, other than a street or alley, which contains four or more motor vehicle parking spaces.

**Parking Space (off-street)** - A clear area not located in public street or alley, maintained exclusively for the parking of one standard passenger vehicle, and usable without moving another vehicle.

**Patio** - An outdoor area adjoining or enclosed by the walls or arcades of a house; often paved and shaded.

**Pedestrian Oriented Street** - A public street which has or is proposed to have at least one of the following characteristics at the sidewalk level:

- a variety of establishments and activities
- buildings sizes and architectural details that relate to human scale;
- private development integrated with the public sidewalk which creates a comfortable, pleasant and safe walking environment.

The above characteristics along the street edges at the ground level makes a street pedestrian-oriented, even if it carries large volumes of vehicular traffic.

**Plaza** - A landscaped space, unroofed and open to the sky and an adjoining public right-of-way. A plaza is open to all types of pedestrian activity permitted in the adjacent sidewalk area.

**Private Open Space** - Those usable spaces accessible only by the residents of a single dwelling unit.

**Public Open Space** - Those usable spaces accessible by the general public.

**Rehabilitation** - The process of returning a property or a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values. Under rehabilitation, every reasonable effort shall be made to provide compatible use for a structure, or site and its environment. The distinguishing original qualities or character of a building, structure, or the site and its environment shall not be destroyed. The removal or alteration of any historic material or distinctive architectural features should be avoided.

**Residential Density** - A measure of housing expressed in dwelling units per acre (du/ac).

**Residential Street** - A street on which the predominant land use at and near the street is residential.

**Restoration** - To bring a structure back as close to its original state as possible, while repairing or refurbishing it.

**Retail Street** - A street on which the predominant land use at the street level is commercial or retail.

**Setback** - A horizontal separation between a vertical element and a property line. Setbacks occur at street level.

**Signs, Sidewalk-Oriented** - Those signs directed toward vehicular traffic, generally parallel to the roadway.

**Signs, Street-Oriented** - Those signs directed toward the pedestrian, generally perpendicular to a building's facade.



***Specialty Retail Center*** - A 70,000 to 80,000 square foot commercial center, anchored by restaurants and oriented to the local community. Ideally, this center would surround a high quality pedestrian plaza, possibly with outdoor dining, and be linked or integrated with some of the more interesting older buildings in Centerville's historic core.

***Streetwall*** - The facade of buildings, or frontage, along property line shared with a public right-of-way.

***Theme*** - The prominent visual ideas (i.e. character) expressed in a building or area.

***Traditional Community Shopping Center*** - A commercial shopping center approximately 100,000 square feet, anchored by a 30,000 to 35,000 square foot supermarket and a 20,000 to 25,000 square foot drug or variety store. This center would be linked to the Main Street theme of Centerville.

***Transparency*** - Any clear or lightly tinted glass of light transmittance no less than 40% used for windows, doors and display windows.



## *ACKNOWLEDGEMENTS*

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## ACKNOWLEDGEMENTS

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## *APPENDIX A.*

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## ***APPENDIX A: PRELIMINARY PREFERRED LAND USE AND CIRCULATION PATTERN***

### **Goal Statements**

- Revitalize the historic community business district of Centerville

The commercial area of Centerville is in transition. Automobile dealerships in Centerville are planning to relocate to a new auto mall. In order to maintain and enhance commercial vitality in Centerville's historic business district, it is desirable to concentrate commercial activities.

Past commercial development along Fremont Boulevard outside the commercial core has diluted the function of Centerville's commercial core. Concentration of commercial uses are necessary to support revitalization of the commercial core.

The revitalization of the community-commercial core should create a Main Street that may include plazas, streets, and pedestrian enclaves that comprise the physical environments which reinforce a viable "Main Street" within the business core. The redevelopment and infill projects should build on values of historic and contributory heritage buildings in the core area. A key aspect of the revitalization is to create spaces and activities that invite pedestrian use.

- Provide new housing opportunities for existing and future residents of Centerville in locations undergoing land use transition.

Residential redevelopment opportunities exist in selected areas in Centerville where auto dealers and related uses are relocating to a new auto mall. New housing can be accommodated in these districts

Due to the existing amount of subsidized and low income housing presently in the Centerville area, as compared to other Planning Areas with residential use, implement strict design guidelines for any future residential housing within Centerville including but not limited to: open space requirements, minimum unit sizes, parking requirements, etc. Restrict the additional placement of subsidized housing within Centerville until such time that all other Planning Areas of the City have been brought up to the same proportion as Centerville in regards to number of complexes and number of units.

New residential development should be of a character and standard that builds on the City's residential neighborhoods and maintains the existing quality of life. Moreover, new residential development must not overburden existing infrastructure or community services.

- Provide additional open space to meet existing and future needs.

The central portion of Centerville is deficient in open space requirements according to the General Plan. New open space should create a special focus for the heritage retail core.

Parks and open space should be provided where appropriate and encouraged. In addition, open space resources in Centerville, the City, and the region should be linked.

- Conserve Centerville's historic resources.

These resources should be conserved and enhanced to create a signature for the revitalization of Centerville.

### **Land Use Objectives**

- Conserve and enhance existing residential neighborhoods.
- Enhance viable commercial districts in Centerville.
- Concentrate retail activities in the historic district of Centerville.
- Promote pedestrian-oriented uses and spaces especially in the historic core area.

### **Land Use Implementing Actions**

#### *Subarea One*

1. Subarea One is designated as the community commercial heritage retail core of Centerville as indicated on the Land Use map. This designation is intended to encourage a commercial area with the following characteristics:
  - Pedestrian activities which promote the concept of a pedestrian main street; Parking should be concentrated in the rear of buildings fronting Fremont Boulevard. Parking is also allowed along Fremont Boulevard between Central Avenue and Peralta Boulevard.
  - Community commercial shopping center and/or specialty shopping center retail uses, proposed in the Economic Research Associates market study (ERA, *Centerville Economic Revitalization Study*, February 1990), which are oriented to the local community, are an appropriate and beneficial use to be accommodated in the heritage retail core of Centerville.
2. The old train station site should be conserved and integrated with the implementation of a special transportation zone.
  - The train station should be restored to accommodate the proposed commute train, if possible.
  - The railroad property adjacent to the right-of-way should be designated a parking area for the commute train station.
  - Commercial/retail development should be encouraged along the railroad property along Fremont Boulevard in order to maintain streetscape.
3. Allow residential use above ground level commercial use.

#### *Subarea Two*

1. Subarea Two is designated for community-commercial, neighborhood-commercial, and residential use as noted on the Land Use map.

#### *Subarea Three*

1. This subarea is designated single-family residential use as indicated on the Land Use map.

*Subarea Four*

1. Land uses are residential uses as indicated on the Land Use map.
2. Residential development shall be allowed at a density of 5 to 7 dwelling units per acre. Residential development should be compatible with the single-family character of Subarea Three.

*Subarea Five*

1. The long term land use intent is residential and office-commercial as indicated on the Land Use map.
2. Residential development is allowed at a density of 11 to 15 dwelling units per acre (R-G-40).
3. Existing commercial properties to retain their present commercial zoning. Existing commercial property may build new, expand, or remodel building(s) to maximum allowable under existing commercial zoning (CC or CG). When owner requests a change to residential, allow change with minimal of conditions or prerequisites. Existing commercial zone can only convert to residential zone. Current vacant raw undeveloped land to be designated as residential zoning.

*Subarea Six*

1. Land uses are designated administrative-office and community-commercial as indicated on the Land Use map.

*Subarea Seven*

1. The long term land use intent is residential use as indicated on the Land Use map.
2. Residential development is allowed at a density of 11 to 15 dwelling units per acre (R-G-40).
3. Existing commercial properties to retain their present commercial zoning. Existing commercial property may build new, expand, or remodel building(s) to maximum allowable under existing commercial zoning (CC or CG). When owner requests a change to residential, allow change with minimal amount of conditions or prerequisites. Existing commercial zone can only convert to residential zone. Current vacant raw undeveloped land to be designated as residential zoning.

*Subarea Eight*

1. Land uses are designated commercial to serve both the neighborhood and regional community as indicated on the Land Use map.

## *Centerville Specific Plan*

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### *Subarea Nine*

1. Land uses are designated community-commercial and residential as indicated on the Land Use map.
2. Residential development (north of Peralta Boulevard) shall be at a density of 18 to 23 dwelling units per acre (R-G-24), 15 to 18 dwelling units per acre (R-G-29) with a lower density (11 to 15 dwelling units per acre, R-G-40) along Sequoia Road.

### *Subarea Ten*

1. Land uses are designated residential and office-commercial as indicated on the Land Use map.
2. Retain the current zoning on Fremont Boulevard between Central and Eggers "as-is" with the provision that any CO zoning wishing to convert must convert to Residential 23 to 27 units per acre (R-G-19) and conversely, any Residential zoning must convert to CO zoning.
3. The land use designated in the southwest corner of Central Avenue and Fremont Boulevard (Haller's Pharmacy) is CC.

### *Subarea Eleven*

1. Land uses are designated residential and commercial as indicated on the Land Use map. If the City of Fremont buys the Williamson Continuation High School property, designate it public park.
2. Washington High School site (plus 10 acres if the City does not purchase) to remain with the current zoning as shown on the City of Fremont Zoning Atlas.
3. Office-commercial is a permitted use at the southwest corner of Eggers Drive and Fremont Boulevard. Residential development is a conditional use at density 18 to 23 units per acre, (R-G-24) along the frontage of Fremont Boulevard.
4. Area of Toyota and Signer Buick Dealers to be rezoned R-2 zoning (6.5 to 10 units per acre) on the back one-third of the property and R-G-24 (18 to 23 dwelling units per acre) on the front two-thirds of the property along the frontage of Fremont Boulevard.
5. Thoroughfare-commercial use shall be allowed along Fremont Boulevard as noted on the Land Use map.
6. Existing commercial properties to retain their present commercial zoning. Existing commercial property may build new, expand, or remodel building(s) to maximum allowable under existing commercial zoning (CT or CR). When owner requests a change to residential, allow change with minimal amount of conditions or prerequisites. Existing commercial zone can only convert to residential zone.

*Subarea Twelve.*

1. Land uses are as indicated on the Land Use map.
2. Commercial development on Fremont Boulevard and Decoto Road shall serve the needs of the local neighborhood.
3. Area southwest of Decoto Road should be designated a planned district.
4. Multifamily residential densities to remain as currently shown on the General Plan Land Use diagram.

*Subarea Thirteen*

1. Land uses are designated neighborhood-commercial and residential as indicated on the Land Use map.

*All Areas:*

All public school sites shown as R-1-6 in the Centerville Study Area should retain their underlying residential zoning.

**Open Space Objectives**

- Encourage public plaza(s) which serve as public gathering places or focus points in Centerville's heritage retail core.
- Improve the visual and open space image of Centerville by improving the streetscape of major arterials with special attention to the streetscape design of Fremont Boulevard in the heritage retail core.
- Encourage the development of additional park space, including playground equipment.

**Open Space Implementing Actions**

*Subarea One*

1. Encourage pedestrian oriented plaza(s) within Subarea One to provide community focus (possibly around the historical old train station and the old Centerville Presbyterian Church).

*Subarea Two*

1. The City should devise a streetscape design to identify the Centerville Commercial District at entry points by use of special features such as monuments, plaques, special light poles, street trees, or similar.

*Subarea Five and Seven*

1. Encourage a neighborhood park, centrally located within Subareas 5 and 7.

### **Heritage Preservation Objectives.**

- Historic and contributory buildings are an important link to Centerville's heritage, and should, when feasible and desirable to enhance viable commercial buildings, be conserved.
- Use heritage resources to stimulate the revitalization of the retail core of Centerville.

### **Heritage Preservation Implementing Actions**

#### *Subarea One*

1. Historic buildings should be conserved and integrated in the revitalization of the heritage retail core. New development should be of a compatible character. It should be noted (in the development of the design guidelines) that the Centerville commercial area contains a unique mixture of older buildings, remodeled buildings, and newer buildings and developments.
2. The Old Church and graveyard site should be conserved as a historic landmark and focal point for Centerville.
3. The old train station should be conserved as a historic landmark and focal point for Centerville.
4. Encourage the City to apply for any private or public (federal, state, or local) funds for restoration and conservation of the historic train depot.

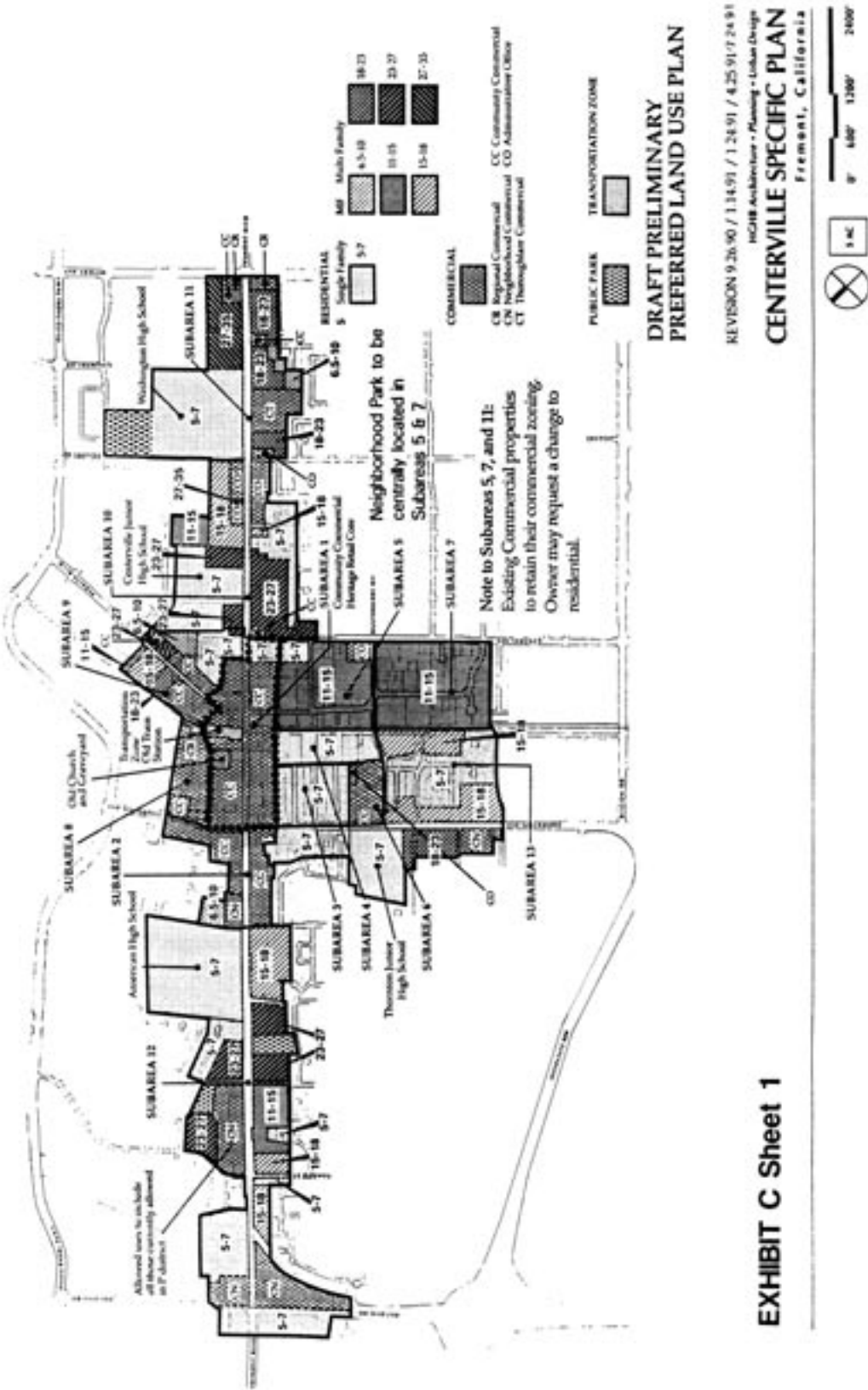
### **Circulation Objectives**

- Enhance traffic flow along Fremont Boulevard with traffic channelization improvements.
- Enhance traffic flow on Fremont Boulevard with widening and intersection improvements on Peralta Boulevard, Thornton Avenue, and Central Avenue.
- Minimize traffic intrusion in residential neighborhoods.
- Encourage parking consolidation within the heritage retail core to provide adequate and convenient parking.
- Retain parking on Fremont Boulevard in Subarea One to serve businesses.
- Encourage regional commuter rail service connecting Centerville and Fremont to the Peninsula, utilizing the existing railroad right-of-way.
- The City of Fremont should support the use of the Southern Pacific's Hayward line (Elmhurst to Niles) and Tracy line (Niles to Newark) for the proposed Sacramento to San Jose InterCity passenger trains.
- Improve bike and pedestrian circulation in the heritage retail core.

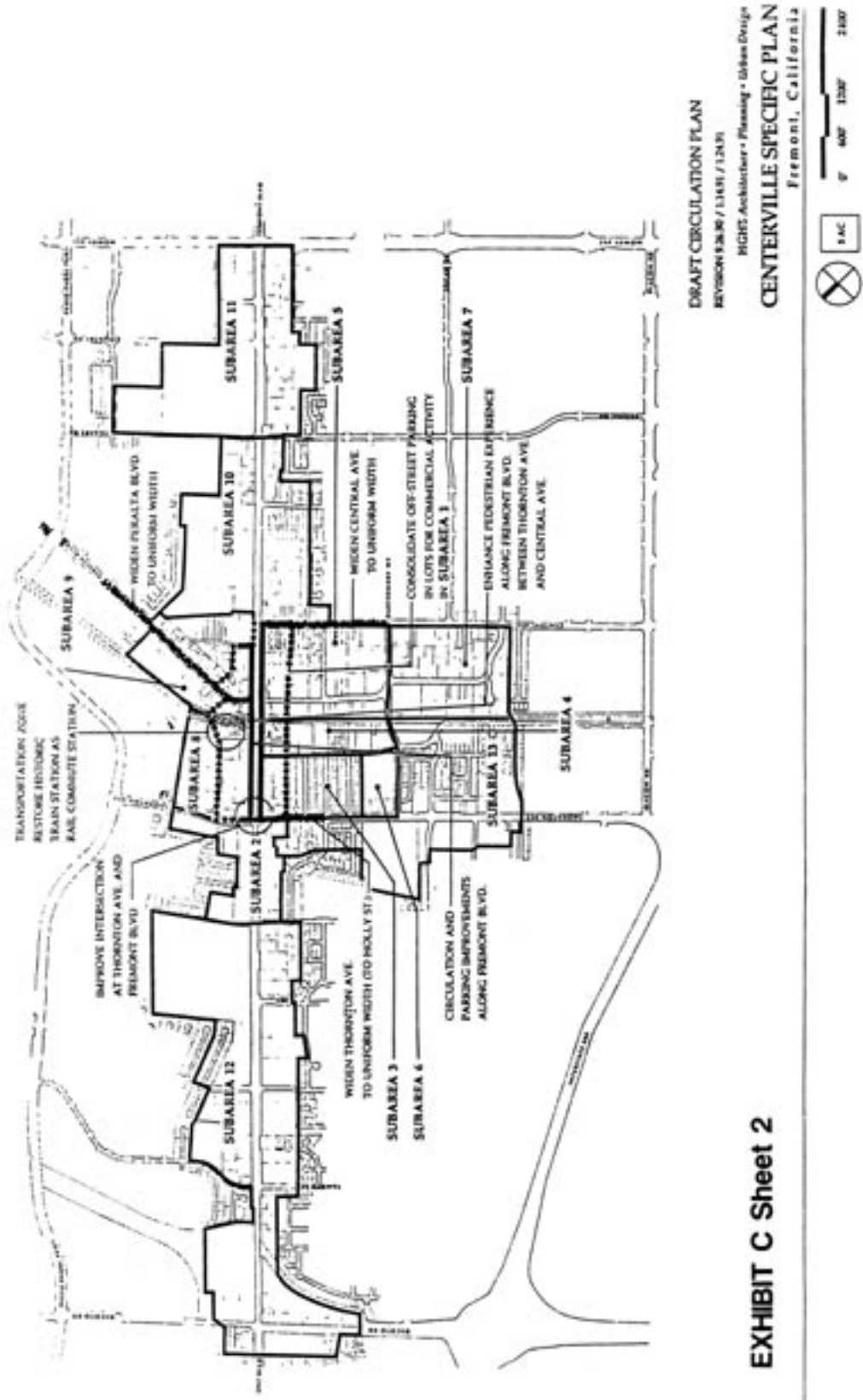
### **Circulation Implementing Actions**

- Minimize cross traffic turning movements on Fremont Boulevard between Thornton Avenue and Central Avenue. Consolidate curb cuts along Fremont Boulevard, where possible, to reduce turning motion.

- Widen Central Avenue to a uniform width from Dusterberry Avenue to Fremont Boulevard.
- Widen Thornton Avenue to a uniform width from Fremont Boulevard to Holly Avenue.
- Improve channelization of intersection at Thornton Avenue and Fremont Boulevard.
- The historic train station area is to be designated as a transportation zone. Restore, if feasible, the historic train station as the rail commute station.
- The train station, if possible, should be restored to accommodate the proposed Dumbarton Commuter Train and Sacramento to San Jose InterCity passenger trains.
- Where feasible, consolidate off-street parking for commercial activities along Fremont Boulevard between Thornton Avenue and Central Avenue. Consolidate access to parking lots from adjacent streets. Consider reciprocal easements to make lots more efficient. Improve parking lot signage, landscaping, and pedestrian amenities.
- Enhance pedestrian amenities along Fremont Boulevard between Thornton Avenue and Central Avenue to facilitate pedestrian movement and pedestrian activity. As development occurs, the existing sidewalks are to be widened at selected areas to encourage pedestrian movement and activity.
- Study alternate methods of handling bicycle circulation on Fremont Boulevard between Central Avenue and Thornton Avenue.
- Widen Peralta Boulevard to a uniform width between Fremont Boulevard and Paseo Padre Parkway.









## *APPENDIX B.*

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## APPENDIX B: ROADWAY/STREETSCAPE CONCEPT COSTS

<b>Fremont Centerville Roadway/Streetscape Concept Costs</b> <b>Fremont Boulevard - Thornton Avenue to Bonde Way</b> <b>(Order of Magnitude)</b>				
<b>Description</b>	<b>Unit</b>	<b>Quantity</b>	<b>Price</b>	<b>\$ Cost</b>
Temporary Work/Staking/Traffic Control	%	1	.75%	10000
Utility Maintenance	%	1	3.00%	41000
Clear & Grub	LS	1	2000	2000
Pavement Removal	SY	472	12	5664
Sidewalk/ Median Removal	SY	3504	12	42048
Roadway Excavation	CY	1347	10	13500
New Pavement	SF	12430	3.50	43505
Crosswalk Special Pavers (Thornton)	SF	4250	6	25500
Pavement Overlay	SF	66000	.75	49500
Sidewalk	SF	26240	2.50	65600
Curb and Gutter	LF	2520	7.50	18900
Median Curb	LF	520	9.50	4940
Sign and Striping Allowance	LS	1	7400	7400
Signal Allowance (2 new + 1 Modif.)	LS	1	250000	250000
Lighting Allowance (Type II)	LS	1	34300	34300
Lighting Allowance (Type III)	LS	1	44000	44000
Landscaping (Trees and Grates)	LS	1	157000	157000
Major Utility Relocation (PG&E and PacBell Duct)	LS	1	400000	400000
<b>Construction Total</b>				<b>1,214,857</b>
Engineering	%	1	7%	85040
Construction Management	%	1	10%	121486
<b>Project Subtotal</b>				<b>1,421,383</b>
Right-of-way	SF	6240	25	156000
Contingency	%	1	25%	555346
<b>GRAND TOTAL</b>				<b>\$1,932,729</b>
* Total does not include costs associated with "gateway improvements."				
DKS Associates July 21, 1992				

<b>Fremont Centerville Roadway/Streetscape Concept Costs</b> <b>Central Avenue - Bonde Way to Central Avenue</b> <b>(Order of Magnitude)</b>				
<b>Description</b>	<b>Unit</b>	<b>Quantity</b>	<b>Price</b>	<b>\$ Cost</b>
Temporary Work/Staking/Traffic Control	%	1	.75%	6000
Utility Maintenance	%	1	3.00%	23000
Pavement Removal	SY	578	12	6936
Sidewalk/ Median Removal	SY	3577	12	42564
Roadway Excavation	CY	985	10	9900
Crosswalk Special Pavers (Peralta, Central)	SF	5200	6	31200
Sidewalk/Median	SF	31925	2.50	79813
Curb and Gutter	LF	2660	7.50	19950
Sign and Striping Allowance	LS	1	2000	2000
Signal Allowance (2 Modif.)	LS	1	125000	125000
Lighting Allowance (Type II)	LS	1	41000	41000
Lighting Allowance (Type III)	LS	1	53000	53000
Landscaping (Trees and Grates)	LS	1	90000	190000
<b>Construction Total</b>				<b>\$ 630,365</b>
Engineering	%	1	7%	44125
Construction Management	%	1	10%	63035
<b>Project Subtotal</b>				<b>\$ 737,525</b>
Right-of-way	SF	0	25	0
Contingency	%	1	25%	184380
<b>GRAND TOTAL</b>				<b>\$ 921,906</b>
* Total does not include costs associated with "gateway improvements."				
DKS Associates July 21, 1992				

<b>Fremont Centerville Roadway/Streetscape Concept Costs</b> <b>Central Avenue - Fremont Boulevard to south of Maple Street</b> <b>(Order of Magnitude)</b>				
<b>Description</b>	<b>Unit</b>	<b>Quantity</b>	<b>Price</b>	<b>\$ Cost</b>
Temporary Work/Staking/Traffic Control	%	1	.75%	4000
Utility Maintenance	%	1	3.00%	15000
Clear and Grub	LS	1	3500	3500
Sidewalk/ Median Removal	SY	4560	12	54720
Roadway Excavation	CY	1746	10	17500
New Pavement	SF	26908	3.5	94178
Pavement Overlay	SF	40400	.75	30300
Sidewalk/Median	SF	18900	2.50	47250
Curb and Gutter	LF	1750	7.50	13125
Median Curb	LF	460	9.50	4370
Sign and Striping Allowance	LS	1	7000	7000
Lighting Allowance (City Standard Lights)	LS	1	30000	30000
Landscaping (General)	LS	1	33000	33000
<b>Construction Total</b>				<b>\$ 353,943</b>
Engineering	%	1	7%	24776
Construction Management	%	1	10%	35394
<b>Project Subtotal</b>				<b>\$ 414,113</b>
Right-of-way	SF	37980	25	949500
Contingency	%	1	25%	103528
<b>GRAND TOTAL</b>				<b>\$ 1,467,141</b>
* Total does not reflect possible acquisition of additional 42,323 square feet				
DKS Associates July 21, 1992.				





## *APPENDIX C.*

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## *APPENDIX C: SPECIFIC GOALS AND OBJECTIVES OF THE CENTERVILLE REDEVELOPMENT PLAN*

*Editor's Note: The following text is excerpted from the Adopted and Recorded Version of the Amended and Restated Redevelopment Plan for the Centerville Redevelopment Project, prepared by the City of Fremont Redevelopment Agency - Adopted July 8, 1997 by Ordinance Number 2250*

### **B. Specific Goals and Objectives**

This Redevelopment Plan will be undertaken to achieve the following specific goals and objectives in furtherance of the purposes of the Redevelopment Law and the Centerville Specific Plan:

1. The elimination of adverse physical and economic conditions within the Project Area.
2. The elimination or renovation of substandard buildings and those that conflict with uses proposed in the General Plan and Specific Plan.
3. The elimination of substandard sized lots and lots of irregular shape.
4. The creation of sites of adequate shape and size for redevelopment in accordance with a unified development plan by assembling smaller parcels of inadequate size and shape.
5. The creation of residential opportunities for all segments of the community, including the provision of quality affordable housing.
6. The conservation and enhancement of existing residential neighborhoods.
7. The encouragement of residential development in appropriate locations.
8. The enhancement of viable commercial districts in Centerville, including the attraction and retention of neighborhood serving commercial facilities (such as grocery stores and convenience goods and services stores).
9. The concentration of retail activities in the historic business district of Centerville.
10. The promotion of pedestrian-oriented uses and spaces especially in the historic business district, including retention of business entrances on Fremont Boulevard, as appropriate.
11. The improvement of safe and convenient pedestrian circulation in the historic business district.
12. The encouragement of parking consolidation and development of new parking within the historic business district to provide adequate and convenient parking, in a manner sensitive to the rights and needs of property owners, while enhancing public access to the historic business district.
13. The improvement of pedestrian and bicycle circulation between neighborhoods and commercial districts.
14. The enhancement of traffic flow along Fremont Boulevard with traffic channelization improvements.
15. The reduction of traffic intrusion in residential neighborhoods.

*Appendix C: Specific Goals and Objectives of the Centerville Redevelopment Plan (continued)*

16. The encouragement of regional commuter rail service utilizing the existing railroad right-of-way, and the encouragement of other transit linkages to and through Centerville.
17. The development of additional adequately sized neighborhood park space, including playground equipment, to serve existing and future residents.
18. The development of public plaza(s) which serve as public gathering places or focus points for employees and customers in Centerville's heritage retail district.
19. The conservation, when feasible and consistent with the accomplishment of other redevelopment goals, of historic and contributory buildings that are an important link to Centerville's heritage.
20. The use of historic resources and heritage as catalysts to stimulate the revitalization of the historic business district of Centerville.
21. The attraction of appropriate new businesses and the retention and expansion of existing businesses in coordination with Citywide economic development programs.
22. The preservation and creation of civic, cultural and educational facilities and amenities as a catalyst for area revitalization.
23. The development of a harmonious unified streetscape in the historic business district of Centerville, including lighting, signage, street trees and furniture, and other design elements, consistent with the design guidelines of the Centerville Specific Plan.



